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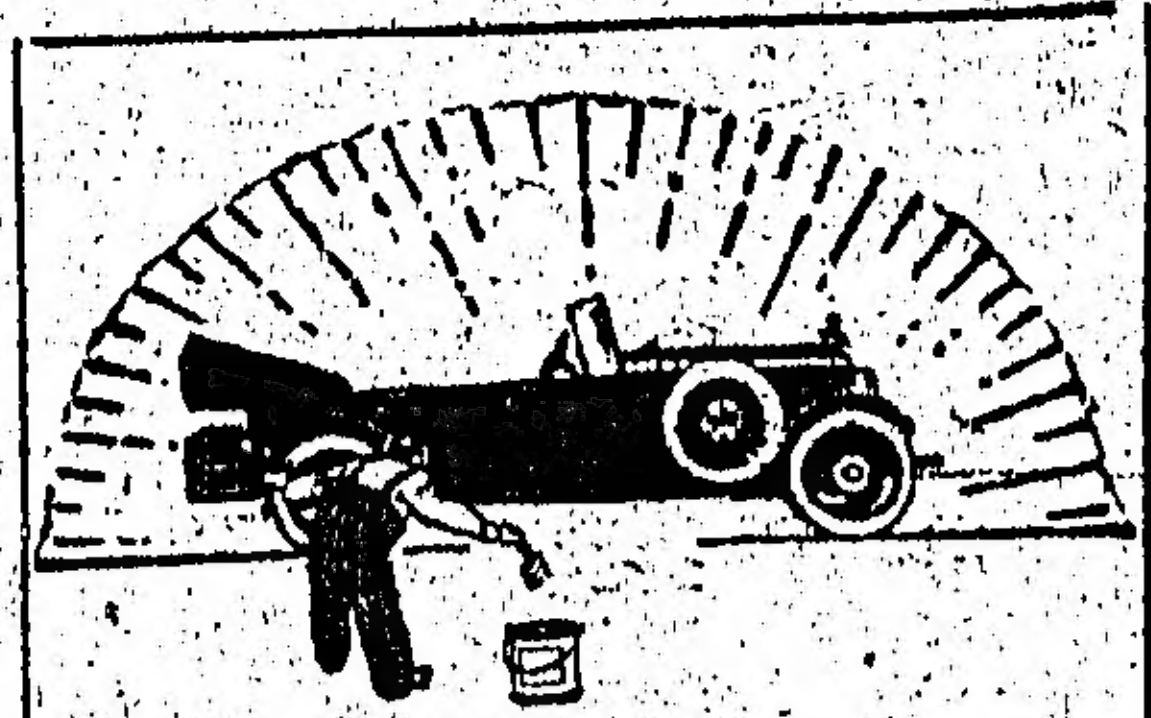
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SATURDAY, APRIL 11, 1925

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## "BOMBS" FOUND.

### ON RIVER BOAT.

Police officers in the course of a search on the river trader Shingming, lying at the Yuen Yuen wharf yesterday, made the startling discovery of a dozen bombs on board. Seven were found in the captain's cabin, and the remainder in the watchman's quarters.

However, there was not anything very alarming over the fact of the discovery, as these were of the home-made variety, and consisted of jam-tins, each filled with a stick of dynamite and broken glass. The skipper has told the police that these things were intended as a new form of "frightfulness" to be employed against the pirates operating within his trade area. The police have not deemed it necessary to take anyone into custody, but the bombs have been confiscated.

In the safe belonging to the ship's compradore the searchers also found a quantity of illicit opium. The compradore has disappeared, and the drug has been confiscated.

## ROBBERY SEQUEL.

### ARRESTED MAN GETS OFF.

The occurrence of an armed robbery at No. 110, Woo Sung Street, shortly after midnight on the 2nd inst., resulted in the arrest of a mendicant, who had stolen a basket containing clothing from an old woman of the same occupation.

The complainant and the defendant were formerly friends and slept in the streets. On the morning in question, the defendant took the woman's basket whilst she was still asleep. He was observed to emerge from a vacant building by detectives, who were carrying out searches two hours after the report of the robbery. The defendant was challenged but on refusing to stop the police fired at the fugitive, wounding him in his left hand. After his arrest, the defendant was taken to hospital and was only discharged yesterday.

On his appearance before Mr. E. W. Hamilton, at the Kowloon Magistracy this morning, Sub Inspector M. Wilson, stated that the complainant was also taken to hospital as a destitute and was discharged without the police being informed. As she had not appeared to prosecute, he would not press the case.

The defendant was accordingly discharged.

## PRINCE'S TOUR.

### FIRST TO ENTER NEW HARBOUR.

Second day, April 9. In very hot weather and bright sunshine, the Prince of Wales landed at Takaradi, where he unveiled a memorial commemorating the fact that he was the first person to enter the harbour, which will not be completed until two years hence. There were scenes of unparalleled enthusiasm and the town was on feet.—*Reuter.*

### AT COOMASSIE.

Coomassie, April 10. The Prince of Wales has arrived here. He was given a great reception by dense crowds. The town was besieged. The Prince reviewed ex-Service men and attended service at the English Church.—*Reuter.*

The Prince of Wales landed from H. M. S. Repulse by a surf boat, after which he proceeded by train to Coomassie. Before his departure from Coomassie, the Prince received and shook hands with 255 ex-Service men. Long lines of native children sang the National Anthem and "God Bless the Prince of Wales" as the train steamed out. The journey to Coomassie takes fourteen hours.—*Reuter.*

## FIRST AID.

### SHIP MASTERS MUST QUALIFY.

The Hongkong Government Gazette contains the following—

On and after 1st January, 1926, every candidate for a certificate of Competency of any grade as master or mate will be required to produce a certificate issued by the St. John Ambulance Association, the St. Andrew's Ambulance Association, the St. Patrick's Association, the British Red Cross Society, the London County Council, the Glamorgan County Council, the Leith Nautical College or other approved body or by a Medical Officer of one of His Majesty's ships, to the effect that he has passed examination in first aid to the injured.

The certificate must be an adult certificate, i. e., obtained by the candidate when sixteen years of age or more, and the examination for it must have been passed not more than three years before the date of the examination for the certificate of competency. Certificates issued by the St. John Ambulance Association more than three years before the examination for a certificate of competency will, however be accepted, provided that, at the expiration of three years since its issue, the certificate has been attached to it the "Voucher" or "Label" of the Association certifying the holder has passed re-examination in first aid.

In order to enable candidates to qualify in Hongkong for this certificate the Assistant Commissioner of St. John Ambulance Brigade has arranged for lectures in first aid to be given at the Sailors' Home, 280 Des Voeux Road, West, Hongkong, at 5.15 p.m. on the first and third Fridays of every month commencing on 7th August, and examinations will be held periodically. An inclusive fee of \$5 will be charged for the lectures and examination.

The lectures will be so arranged that if a candidate is unable to complete a course of consecutive lectures, he may attend whenever he is in port. Lectures by qualified surgeons on board merchant vessels will be accepted provided that the surgeon certifies that he has followed the syllabus of instruction laid down by the St. John Ambulance Association.

An attendance card will be issued at the first lecture and must be produced for the initials of the lecturer or ship's surgeon at each subsequent lecture. When a candidate's attendance card records not less than five lectures he will be entitled to sit for an examination.

A limited number of the general public will be allowed to attend these lectures and application should be made to Mr. E. Ralphs, Education Department, for permission.

## TRADE UNIONS.

### A "GET TOGETHER" MOVEMENT.

London, April 10. The official report has now been issued of the conference in London from the 6th to the 8th inst. between delegates of the All Russian Central Council of Trade Unions (headed by M. Tomsky, President of the Council) and representatives of the British Trade Union Congress General Council, (headed by Mr. Swales, President of the Congress) to deal with the difficulties in the way of the affiliation of the Russian Trade Union movement to the International Federation of Trade Unions.

The Conference reached an agreement in favour of joint efforts to induce the Amsterdam International to agree to a free and unconditional immediate conference with the representatives of the Russian Trade Union movement and closer relations between the British and Russian Trade Union movements by the free exchange of information and the establishment of a joint Advisory Council consisting of the chairmen and secretaries and three members of each movement.—*Reuter.*

## FRENCH CRISIS.

### GOVERNMENT FORCED TO RESIGN.

#### INACCURATE BALANCE SHEETS.

Paris, April 9. There is a new turn in the financial situation as the result of a meeting this morning of all groups of the Left Bloc, to which M. Loucheur, who disapproves M. Demoinie's Bill, submitted a scheme remedying the financial stringency by doubling the Income Tax and increasing the luxury taxes, applying the proceeds to the creation of a Debt Redemption Fund. Simultaneously, the debt will be reduced by successive conversions.

The plan which is favourably received will be submitted to the Finance Committee of the Chamber. Thus the Left Bloc, which M. Demoinie's Bill threatened to split, may re-unite behind M. Loucheur's scheme.

#### INFLATION CONCEALED.

The extent of the excess in the bank note issue over the legal limit is disclosed in the weekly balance sheet of the Banque of France, showing notes circulation to be 43,004,762,000, which is 2,004,762,000 above the limit. This inflation was previously concealed in two items styled "Various" on both sides of the balance sheet, which to-day show an increase and a decrease respectively of over two milliards. The advances by the Banque of France to the Treasury are given as twenty-two milliards, which is exactly the legal limit.—*Reuter.*

#### VOTE OF CONFIDENCE.

Paris, April 9. The Chamber has passed a vote of confidence in the Government's financial policy by 291 votes to 242.—*Reuter.*

#### "OCCULT BORROWING."

Paris, April 9. "A stitch in time saves nine," declared M. Herriot in defending his policy in a two-hour speech in the Chamber. He said they were faced with the curious fact that the aftermath of the war cost 163 milliards in loans, whereas the war cost 145 milliards. Dealing with the relations between the treasury and the Banque of France, M. Herriot said he had only followed his predecessors, who constantly resorted to occult borrowing from the banks. He mentioned that the Poincare Government in April, 1924, clandestinely borrowed two and a half milliards from exbanks, but he had not revealed the truth earlier because he was convinced that France must be given a balanced Budget before any appeal for exceptional sacrifices was possible in order to help the Treasury out of the hole, for only then would the country feel the money would be devoted to the redemption of the debt and not to current expenditure.

M. Bokanowski, for the Opposition, while admitting the president of occult borrowing charged the Government with being the first to bear the responsibility for the publication of an inaccurate balance sheet by the Banque of France. The Chamber subsequently passed a vote of confidence in the Government.—*Reuter.*

#### NOT ALARMING.

Paris, April 9. In the Chamber, M. Herriot stated that the financial situation was by no means alarming if the necessary effort were made. He was always of the opinion that an extensive financial operation should be affected eventually. He emphasized the reduced advances made by the Bank of France to the State by 1,200 millions of francs and said the yield of the Morgan Loan is still untouched and available. He outlined the list of liabilities which the Treasury must meet in 1925 and concluded by saying that the voluntary contribution asked of citizens would be not only good action but good business, for it would result in

## CHORAL RECITAL.

### A GALAXY OF TALENT.

The choral recital at St. John's Cathedral last evening was attended by a large congregation, the members of which were thoroughly appreciative of the delightful renderings of the various items on the programme.

The augmented choir, headed in perfect harmony and the soloists Mrs. S. Collatt, Mrs. N. Matheson, Miss C. Willmott, Mr. H. J. Best, Mr. H. C. Anslis, Mr. G. H. Piercy, and Master H. Smith, were all heard to advantage. Mr. Frederick Mason was at the organ and his interpretation of Dvorak's Largo from the Symphony "From the New World" showed his mastery over the instrument.

A collection was taken on behalf of the Organ fund.

## HOME FOOTBALL.

### GOOD FRIDAY MATCHES.

London, April 10. League matches played to-day resulted as follows—

#### 1ST. DIVISION.

Aston V. 2; Manchester C. 1. Bolton 1; Leeds U. 0. Burnley 1; Notts C. 1. Bury 0; Huddersfield 1. Liverpool 2; West Ham 0. Notts F. 0; Blackburn 2. Tottenham 0; Birmingham 1.

#### 2ND DIVISION.

Blackpool 1; Bradford C. 2. Clapton 1; Coventry 2. Crystal Palace 0; Stoke 1. Fulham 1; Southampton 0. Manchester U. 2; Stockport 0. Oldham 1; Wednesday 1. Portsmouth 3; Middlesboro 1. Port Vale 1; Hull City 1. South Shields 1; Derby C. 0.

#### 3RD DIVISION (SOUTH).

Bournemouth 3; Abertawe 1. Brentford 3; Luton 0. Brighton 3; Swindon 1. Bristol R. 0; Exeter 1. Charlton 0; Millwall 2. Gillingham 3; Norwich 1. Newport C. 3; Swansea 0. Plymouth 7; Bristol C. 1. Reading 2; Southend 2. Watford 3; Merthyr 1.

#### 3RD DIVISION (NORTH).

Ashington 0; Durham 2. Barrow 0; Wigan 1. Crewe 2; Nelson 1. Chesterfield 1; Bradford 1. Darlington 2; Accrington 1. Doncaster 0; Southport 1. Lincoln C. 0; Walsall 1. N. Brighton 2; Hartlepool 0. Rochdale 3; Halifax 1. Wrexham 3; Rotherham 1.

reducing the number of notes and increasing their value.—*Havas.*

## GOVERNMENT DEFEATED.

Paris, April 10. The Government was defeated in the Senate by 156 votes to 132. After the rejection of a vote of confidence, the Senate passed a vote of no confidence by 163 votes to 0.—*Reuter.*

Paris, April 10. The Senate's vote followed a long debate in which the ex-Finance Minister (M. Francois Martel) and M. Poincare scathingly criticised M. Herriot's financial policy.

M. Herriot replied, repeating yesterday's arguments that his predecessors were responsible for the present crisis.

The result of the vote was received by the Opposition standing in silence, while the Ministerialists shouted "Vive Herriot!" and "Au Revoir!"—*Reuter.*

## GOVERNMENT RESIGNS.

Paris, April 10. After a hasty meeting at the Quai d'Orsay, the Government Ministers proceeded to the Elysee at ten o'clock to submit their resignations to President Doumergue.—*Reuter.*

Paris, April 10. President Doumergue has accepted the Government's resignation.—*Reuter.*

## RAILWAY SMASH.

### DISASTER IN SPAIN.

#### NEARLY 30 KILLED.

Barcelona, April 10. Seventeen were killed and 50 injured owing to the derailment of an excursion train in the Sarria district.

The train was travelling at a high speed when it left the rails at the entrance to a tunnel. Carriages were crushed against the sides of the tunnel and the bodies of passengers were terribly mutilated. The victims include a number of children. Several families were wiped out.

Later. So far, it is known that 26 are dead and 105 injured as a result of the derailment of the excursion train.

Later. The identification of many victims is almost impossible, as a number were crushed between the train and the walls of the tunnel, whilst others were burned when the wreckage caught fire.—*Reuter.*

## CANTON-KOWLOON RAILWAY.

### WORKERS ON STRIKE.

The whole body of workmen of the Canton-Kowloon Railway, owing to trouble with the Acting Superintendent, went on strike yesterday, says the Canton Gazette of Thursday. In consequence, traffic is likely to be seriously affected. Yesterday many of the engineers of the Railway had to serve as conductors and drivers in order to maintain normal conditions so that communications might not be interrupted.

A later report states that after the declaration of the general strike by the railway workers on the 8th inst., the No. 9 ordinary through train from Canton to Shamshui ran as usual in the morning. This was due to the attempted mediation of Mr. Hu Chien, Director of War Service on the line. He sent a representative to arrange a settlement. The Number 27 ordinary train to Sheklung was however suspended in the afternoon and intending passengers turned away. With a view to cutting short the trouble which might not only affect ordinary traffic but military transportation as well, Director Hu Chien promised to make good any reduction of wages due to the action of the Acting Superintendent. An official letter states—

"According to the instructions of the Director of the War Service Bureau, the monthly reduction of wages of the workers on the Canton-Kowloon Line (amounting to about \$40) will be paid by this Bureau, and the workers are hereby notified to return to work as usual."

While expressing their gratitude for Director Hu's amicable mediation, the workers insist on having the Acting Superintendent's signature attached to the document.

## THE CONSORTIUM.

### QUESTION OF ITS SCOPE.

London, April 9. In the House of Commons, Sir Walter DeFreese asked whether, in view of the feeling in China that industrial enterprises should be excluded from the scope of the Consortium's activities, the Government would try to secure a modification of the existing policy.

Mr. Chamberlain declared that he was aware that the feeling existed, but he could not consider modification without stronger arguments than had yet been produced.—*Reuter.*

## Bulls and Innings

From the Office Butts.

We are authorized to contradict the rumour, that, on account of the large number of betrothals, announced recently in the Service, the Government has instructed the Crown Agents to ship out a supply of engagement rings.

Talking of peaches isn't it surprising the number of Hongkong men who, during the past week, have discovered that they're fruitarians?

Judging from the sound on Kowloon roads, these buses at last appear to have taken the Ford boom seriously.

Chinese news to hand doesn't seem to indicate anything in the way of a general reduction.

A scientist claims to have proved that atmospheric conditions affect human speech. No wonder lovers' talk is chiefly moonshine.

Economy Note.—An ingenious way of carrying a spare monocle is to attach it to one's monocle.

Which reminds us, we would rather be born with a silver spoon in the mouth than with a monocle in the eye.

Speaking of monocles, it's jolly rough luck that some fellows develop an acute weakness of one optic whenever they don a dress rig.

That doleful-looking fellow you see is probably a Hongkong shareholder in the Singapore Naval Base.

Talking about world tourists, one trouble about the Far East is that it isn't far enough.

Sir Claud Savern thinks rain the most persistent thing he has known since he came to Hongkong. What about shroffs, motor-horns, mosquitoes and high rents?

Canton now has a gasoline tax. Naturally, there's a regular flare-up about it.

The good thing about these new baggy trousers is that it should be easier for a man to stoop to conquer.

Definition of a pessimist.—A man who wears braces and a bolt as well.

Spring dresses are more diaphanous than ever, we are told. And doubtless in due time the prodigal sun will reveal the fatted calf.

Which will mean, we suppose, that the summer girl will be more visible than ever.

A Malayan paper says that a certain individual who became a bill-collector "pursued his profession for many years." Also, we presume, some of his employers' customers.

The tourist who was wandering about Queen's Road enquiring for the nearest dentist, won't forget stopping in Hongkong.

Signs of progress.—Shingle heads and single beds.

Some women act as though they thought they must either go without enough clothes or without men.

A native of Kwangtung is one who can't tell the difference in Hongkong when it has a crime wave.

We're all for calendar reform, especially the way they do our collars nowadays.

We learn that someone intends writing a book on local fauna. The wild bore should have a prominent place.

Just now is the time for somebody to invent hot cross word puzzles.

There's no truth in the rumour that Hongkong stockbrokers are to be asked to nominate a Governor for Palestine.

A Dollar seems able to buy a lot of ships in America.

The Prince is all right this time. He can't fall off a bum.

According to our medical representatives, what this Colony is suffering most from is congestion of the lungs.

After so much experience with these puzzles, we ought to be better able to put it across the hot cross buns this year.

These new fashions are very confusing. We can't remember whether the latest style is sleeveless dresses, or dressless sleeves.

A sagging chin counteracts the beauty of a shapely leg.

Yes, it looks after all about time we had an age limit on short skirts.

Mr. Roy Chapman Andrews is reported to be looking for more dinosaurs. Has he searched among the crossword puzzles?

MacWhirter, he says a wife is a woman who wishes you wouldn't be so foolish.

We don't know how April will go out, but it came in something like a bill-collector.

A Government can always let an awkward Bill stand over. Shroffs see that ordinary folk don't.

An optimist is a man who starts to work out a cross-word puzzle with pen and ink.

MacWhirter, he says that about the only time a husband confides his business troubles to his wife is every time she buys something.

The only time takes to serious notice of advice to leave the Colony is when a lawyer gives it.

There is no truth in the story that the King of Cambodia has presented a band to His Excellency.

Evidently Prohibition is not old enough to do without the bottle.

MacWhirter, he says, some folk keep on buying roast beef when they haven't even a piano in the house.

Talking about extra-hazardous risks, when are they going to forbid the firing of these 100-foot crackers?

Careful reading of American newspapers would appear to indicate that there are two kinds of liquor, pro-war and post-mortem.

If things got much worse, business men will have to be prevented from using the Peak tram between the hours of 12 noon and 2 p.m.

The other day, nine were noticed on the 12.40 non-stop, having apparently fought their way through the crowd of ladies who were waiting.

Such men can't have wives of their own, otherwise they would understand the importance of ladies being able to get home in time for tiffin in order to avoid a boring late for the afternoon's Mah-Jongg.



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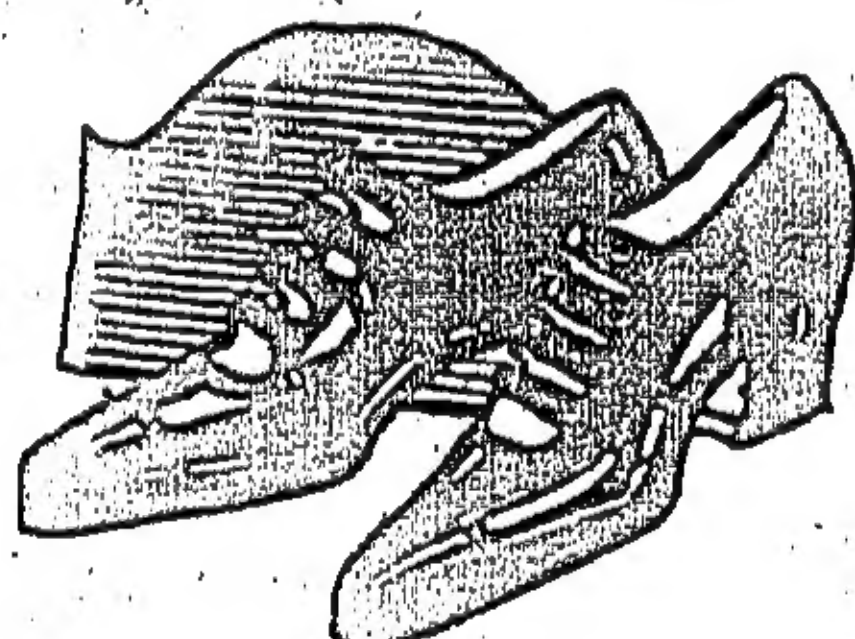
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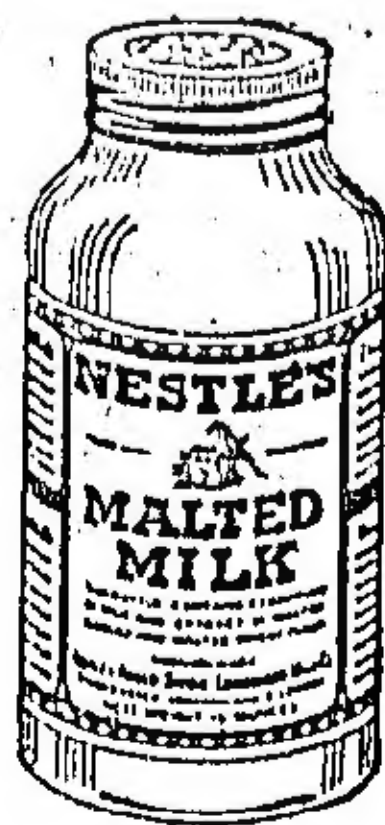
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## GERMAN MERCHANT SHIPPING.

## PROSPECT OF BETTER TIMES.

In a communication on the situation of the German shipping industry in the *Wirtschafts und Exportzeitung*, Dr. Stimming, managing director of the Norddeutscher Lloyd, says: "It is my opinion that German mercantile shipping has now got over the crisis of its regeneration process, and I base that view on the following considerations.—The small German merchant fleet, so far as its quality is concerned, holds the first place among the merchant fleets of the world. The conversion to a gold basis has given the German navigation concerns the new financial foundation which they required. Energetic economies in the administrative system of companies and the reduction of working expenses to the utmost possible extent must receive all attention. In spite of the wage disputes which took place towards the end of last year, I have a feeling that the employees in the shipping trade are rapidly coming to the conclusion that any further demands can only lead to the ruin of enterprise. The two main pillars of the German shipping business, namely, thorough expert knowledge and complete organisation, still remain unshaken.

"In addition to these purely internal factors, however, there are certain outward signs which permit the shipping business to look a little more hopefully to the future. To a steadily increasing degree in Germany, as elsewhere, commerce again being accorded the position to which it is entitled as the chief support of the material foundations of State existence. This may perhaps be attributed to the fact that Germany to-day is no longer merely the object of a policy of economic exploitation on the part of her former opponents to the same extent as she has hitherto been. It is our intention, and we are proceeding, once more to organise our economic interests in accordance with our own needs, and the best proof of this is afforded by the commercial and navigation treaties which have already been concluded or are on the way to conclusion. I see the value of these treaties not so much in their various stipulations as in the fact that they have been brought into existence. These commercial treaties, also, have the same object in view as the conferences and pools which have been arranged between the German shipping companies and their foreign competitors—namely, the settlement of economic differences as between one nation and another, the avoidance of unproductive friction and competition, and, in the higher sense, the promotion of world commerce.

"Should the new German Government carry out the promise it made on coming into office, that it would do all in its power to assist German commerce to regain its position in world commerce, and in the negotiation of commercial treaties would steadfastly oppose all measures calculated to limit German commercial freedom, should it finally maintain the principle proclaimed by itself that taxes must not be so oppressive as to cripple trade and industry, then I think I can say with confidence that the German mercantile marine may hope for better times."

## LADY ROBBED.

\$500 WORTH OF  
JEWELLERY DISAPPEARS.

A report has been made to the Police by Mrs. W. H. Farrar, of 3 Knutsford Terrace, Kowloon, that between 7.30 o'clock on Wednesday night and 10.30 o'clock the next morning some unknown person or persons entered her bedroom and stole a leather suit case containing a quantity of jewellery to the value of \$535 together with the sum of \$60 in money.

## ARMS SEIZURE.

BIG HAUL ON DUTCH VESSEL.

The seizure of arms on board a.s. Oostkerk on Tuesday comprised 52 long Luger pistols, with the same number of bullets, 103 spare magazines, and 5,600 rounds of ammunition for the weapon. The shipment was concealed in sacks which were stowed inside No. 3 hatch.

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## EARLIER TELEGRAMS.

## THE FRENCH CRISIS.

Paris, April 9.  
Despite its very narrow escape from defeat last evening, it seems clear that the Government is resolved to carry on in face of the opposition shown in the Senate. Furthermore, it is stated that M. Herriot will not leave office unless defeated either on the Vatican policy or the financial programme, though he may drop the capital levy proposal.

It is now decided that the Chamber debate and the vote on the Government's financial proposals will be held to-day, thus the Government will know whether the left bloc is holding together.

A finance committee may not be ready to report on the Demozies bill or any substitute thereof until Friday night or possibly Saturday. Besides the Socialist plan of Capital levy other counter-projects are being considered by the Finance committee, including the opposition scheme for a huge lottery loan. Official admission that the Banque de France, at the Government's request, manipulated its balance sheets in order to conceal the illegal note issue has intensified the mistrust of the Government's financial policies, both outside and inside Parliament, particularly in the Senate.

The strained political situation is reflected in the comments of the newspapers, the opposition organs are not satisfied with the suggestion that the Government may drop the capital levy proposal and vigorously demand that a solution must be found to the financial deadlock. According to the *Echo de Paris* M. Briand is surrounded by a crowd of flatterers urging him to make a bid for office. M. Herriot's decision to fight is due to the insistence of the Socialist leaders and it is expected that M. Herriot will demand an all-night sitting on Friday in order to obtain a decisive vote.—*Reuter*.

## COLLISION AT SEA.

London, April 9.  
The steamer *Clan Monroe* reports that she has collided with the Dutch steamer *Jonge Catharina* and that the latter has sunk in the Wieringen fairway. The *Clan Monroe* picked up twenty of the crew, who have been landed at Flushing by tug. The *Clan Monroe* is anchored in Wieringen Channel with bows slightly damaged. She is, however, making no water.—*Reuter*.

Later.  
The steamer *Clan Monroe* was from Fremantle when she collided with and sank the *Jonge Catharina* in the Wieringen fairway. Six of the crew are dead and three missing.—*Reuter*.

## S. AFRICAN TARIFF POLICY.

Capetown, April 9.  
Ministerial cheers greeted Mr. Havengas' assertion to the Assembly that in the new tariff policy the government was never animated by anti-British feeling. The preponderating factor being South Africa's interests first. The minister referred to General Smuts' observation in 1923 to the effect that the position was one-sided, and said that fact had been generally felt. The Government were now treating the question on a sound economic basis.—*Reuter*.

## LORD BALFOUR AT DAMASCUS.

Damascus, April 9.  
Last night and this morning were quiet but the bazaars are closed in anticipation of a big demonstration. Earl Balfour remained in his hotel this morning. He is to be a guest at dinner of the French General Sarrail this evening and proceeds to Baalbek to-morrow.—*Reuter*.

## MURDER MYSTERY.

## A TALE OF PERSECUTION.

The young Chinese who was found murdered at Lui Kung-luk, New Territory, has been identified as Lam Ki-fong, 22 years of age. He lived with his wife in a village at Shatankok. The body was identified by the man's wife.

From another source it was learned that Lam Ki-fong had returned from Jamaica a few years ago with a small fortune and at first settled down in his home village in Tung Koon. Being only an adopted son of his family he was, according to Chinese customs, not strictly entitled to domicile in Tung Koon and

that fact had, it was stated, been harped upon by his clansmen, who attempted to extort money from him. The matter developed into open persecution, with the result that the man had to seek sanctuary in Hongkong.

Later he had lived at Shum-shuipo. On the day of the murder it was stated that Lam Ki-fong was decoyed by a friend to Shing-shui, where the latter said the workshops of large building contractor's shop were located and where he could obtain employment for him as foreman at a salary of \$80 a month. Nothing more had been heard of him until his body was found at Lui Kung-luk.

The "friend" of the deceased has disappeared and no trace has as yet been found of him.

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## MOTHER AND BABY.

### ANOTHER EMPIRE COMPETITION.

Hongkong mothers will be interested to learn that the National Baby Week Council is arranging another baby competition in connection with the Wembley Exhibition this year. It will be remembered that last year there was an Empire's Bonniest Baby Competition, in connection with which entries were received from all over the Far East, including Hongkong, Penang, Kuala Lumpur, Penang, Singapore and the Straits Settlements generally. On that occasion a Hongkong child, Elsie Mary Hollowes, had the distinction of being one of the eighteen £20 prize winners. This year it has been decided to hold an Imperial Baby Week at the British Empire Exhibition from July 6 to 11, and in connection with it the National Baby Week Council are conducting an "Empire's Mother and Baby Competition, 1925." The competition is open to children (and to their mothers) of British-born subjects, and one of the conditions of entry is that, in the event of a competitor winning a prize, no use shall be made of the success for commercial or advertising purposes. In the Empire's Mother and Baby Competition the baby will be entered by means of a score sheet, giving details of its physical condition, and photographs showing the competitor full length and unclothed. From these the judges will estimate its physical fitness. The mother will be entered by means of answering three set questions on mothercraft, appended to the score sheet.

The awards will be made on the joint totals of marks of credit obtained by mother and baby. There are six classes, but a baby competitor can only be entered for one. They are: Six months to 12 months of age; 12 months to 2 years of age; 2 years to 5 years of age; twins of 5 years of age; triplets of 4 years of age; quadruplets of 3 years of age. The Baby Competition last year had the effect of placing Hongkong on the map, and the success therein gained should induce fond parents to enter for the present competition.

A supply of score sheets and regulations are being sent to the S. C. M. Post, and any parent desiring a copy should apply to this office.

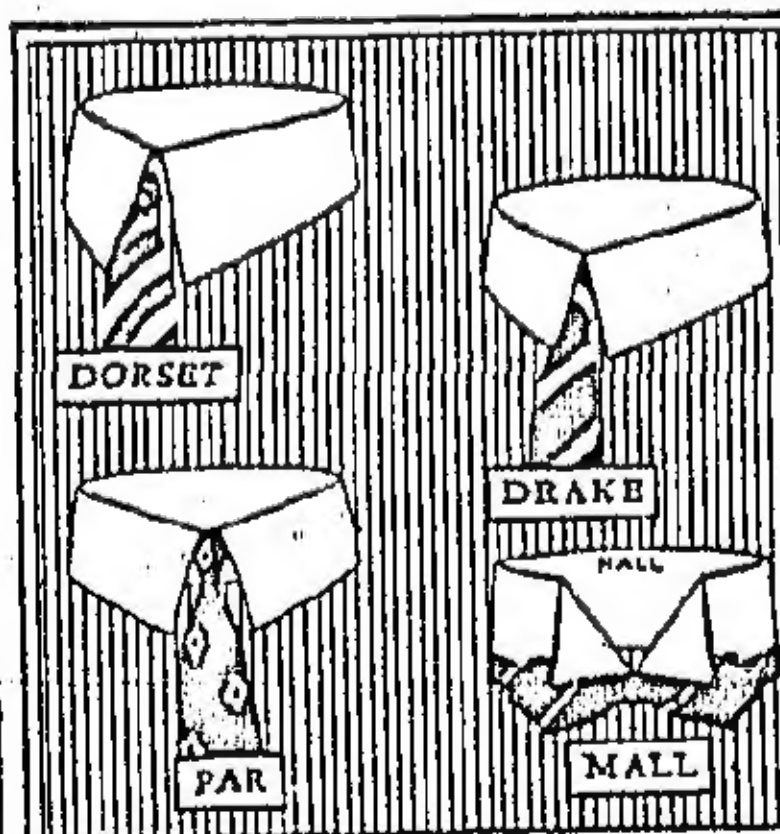
### COMPANY MEETING.

At the annual meeting of the Simplex Plaster Co., Ltd., on Thursday, the report and accounts were approved.

Mr. C. B. Shank moved that during the absence of Mr. C. E. H. Beavis from the Colony, Mr. D. H. Blake should act on his behalf as Director. This being seconded by Mr. E. D. Shank, was carried unanimously.

The retiring directors of the Company, the Hon. Mr. Montague Ede and Mr. E. D. Shank, were re-elected on the proposal of Mr. Wong Kwok-shuen and, seconded by Mr. Chan Pek-chun.

Messrs. Lowe, Bingham and Matthews were re-elected as auditors of the Company on the proposal of Mr. D. H. Blake seconded by Mr. E. D. Shank.



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## BOUQUETS.

### HONGKONG "FORGET ME NOTS."

In handing round the bouquets, it is best to see that they reach the intended recipients. We suppose, says the Topicist in the *Singapore Free Press*, His Ex. had a good mark placed against his name when he offered the Labour Government the land for the Base, and the Colony found the money for the roads, although the roses should have been given to the taxpayers of the Straits. The Hongkong Government had a bunch of "forget-me-nots" for the gift of a quarter of a million sterling towards the Base, but the shipping men of the Colony think that the credit was due to them, for the money was got by requisitioning shipping during the war. "It is very nice of the Hongkong Government," said one of them "to give generously with other people's money." "Why couldn't it give the money back to the people to whom it belongs?" said another. But then, Government revenues are always a sacred trust for the people—we don't think.

### FAR EASTERN HEALTH BUREAU.

#### FIRST TELEGRAM BROADCASTED.

The Far Eastern Health Bureau, under the auspices of the League of Nations, and directed by Dr. Gilbert Brooke, is now settling down to its important work and the first telegram containing information concerning epidemics in ports throughout the East was sent from Singapore to Saigon on Thursday of last week for broadcasting, which, through the kindness of the Government of French Indo-China, is being done free of charge. The first three weekly telegrams are being sent in plain language, after which a code will be employed.

### TRADE MARK CASE.

#### EUROPEAN FIRM AS COMPLAINANT.

At the Central Magistracy on Thursday mention was again made of a case in which Messrs. Dowell and Company summoned the Tin Po Lee shop, 99 Jervois Street, for possession for sale of bags of flour bearing a false trade mark, the "Kingfisher" mark of the complainant.

The Magistrate adjourned the case *sine die*, the defendant being willing to hand over to Dowell and Company all the flour bearing the infringing mark.

Mr. M. H. Turner was for the prosecution and Mr. C. A. S. Russ for the defence.

### ROOF GARDEN TEA.

#### CAPTAIN SUPERINTENDENT ENTERTAINS POLICE OFFICERS.

The Roof Garden of the Hongkong Hotel was the scene of a very homely gathering on Thursday when the Hon. Mr. E. D. C. Wolfe entertained the officers of the Hongkong Police Force, their wives and families to a tea dance as a farewell function prior to his departure for Home leave on Saturday.

All officers who could be spared from duty attended with their ladies, and a very enjoyable time resulted. Dancing continued until shortly before dinner, when the Captain Superintendent took his stand at the exit and bade his guests good-bye, at the same time receiving their hearty good wishes for a happy and healthy leave.

### NEWS FROM THE NORTH.

#### CHANG TSO-LINJANG AGRICULTURE.

Shanghai, April 9.—Liang Sz-yi has arrived in Mukden in connection with the formation of a responsible cabinet.

The representatives of the South-West have passed a resolution, stating that they will not attend the Reorganisation Conference except on the joint autonomy case and will leave Peking if the case should be disapproved.

Chang Tso-lin has specifically decided to use nine districts of Fengtien for agricultural purposes. —*Tsun Wan Yat Po.*

## THE WORLD THEATRE.

### "THREE WEEKS."

Probably no motion picture cast ever before was selected with so much care as that of "Three Weeks," the Goldwyn studios' film version of Elinor Glyn's famous love story, showing at the World Theatre tomorrow.

Mrs. Glyn herself came to the Goldwyn studios from London to assist in the filming of her novel, and collaborated with Alan Crosland, the director, in selecting the players.

First came the Queen—one of the most famous characters of modern fiction. She must be beautiful, dignified, mysterious, subtle, with a mixture of fierce Slavic passion, and the repression of a woman worn down by cruelty—but above all, a regal, commanding Queen.

Aileen Pringle, a little known screen actress then, was chosen for the role—not for any "commercial value" her name might carry—but because she was the living, breathing Queen as described by Mrs. Glyn in her novel.

Then "Paul"—tall, handsome, blond, typically English—was to be chosen. The choice—Conrad Nagel, prominent screen leading man, selected not only because he fits the physical requirements of the role, but because he is recognised also as one of the outstanding actors of the screen.

The lesser members of the cast were chosen with equal care. All of the other characters of the story are European, and nearly all are Slavic. Mr. Crosland and Mrs. Glyn insisted that the players look their parts, and considered scores of actors, both great and unknown, for each role.

John Sainpolis, noted character actor, was signed as the dissolute, brutal, Balkan king, Stuart Holmes and Robert Cain, both finished film players, were cast as "Petrovich" and "Verchov," the king's unscrupulous aides.

Mitchell Lewis, Dale Fuller and Nigel de Brullier were selected to play the native servants of the Queen, and lend their ability to minor but very difficult roles.

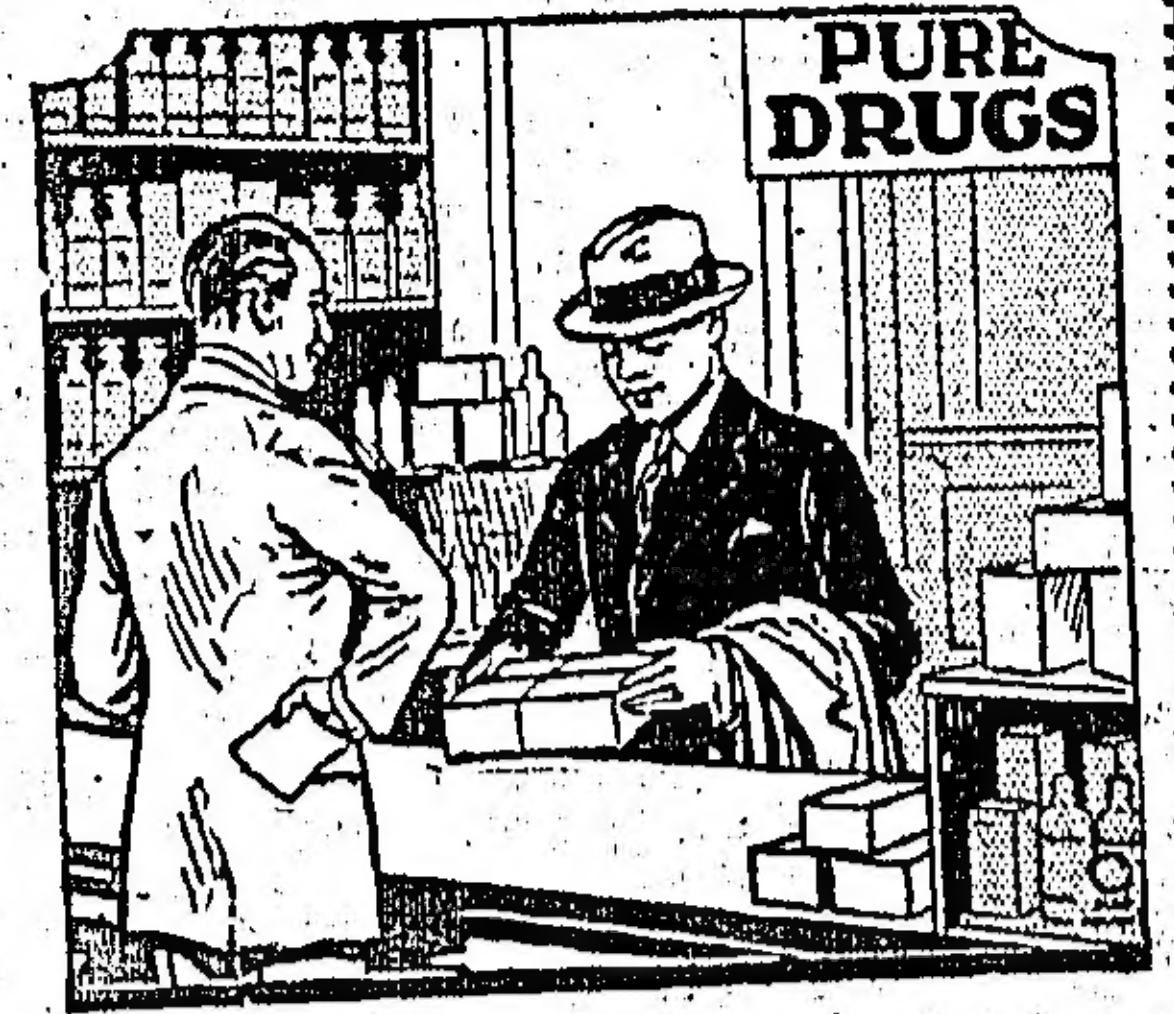
Claire de Lorez, noted screen beauty, was brought to Los Angeles from New York to play the part of Mitz, wild, passionate gypsy girl, who charms the King, and indirectly causes the death of the Queen.

H. Reeve-Smith, for years a prominent stage actor of New York, was lured to the screen for the first time in "Three Weeks" and plays a relatively small part as Sir Charles, father of Paul.

Helen Dunbar plays Lady Henrietta, Paul's mother. Joan Standing will be seen as "Isabella," gawky English girl with whom Paul has a "puppy love" affair; Charles Green as Thompson, Paul's valet, and William Haines, as the Curate, fill out the cast.

Alan Crosland, Jr., five-year-old son of "Three Weeks" director, appears in one scene as the son of Paul and the Queen.

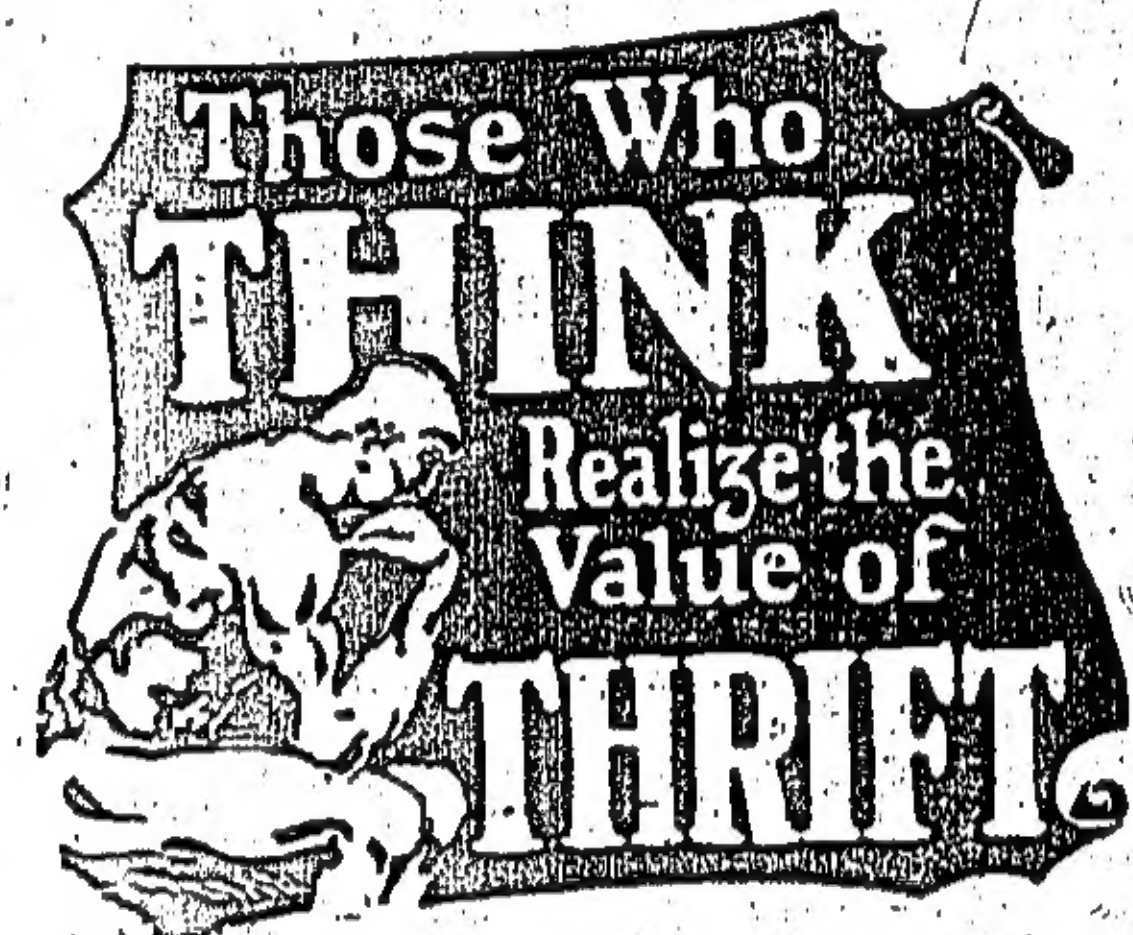
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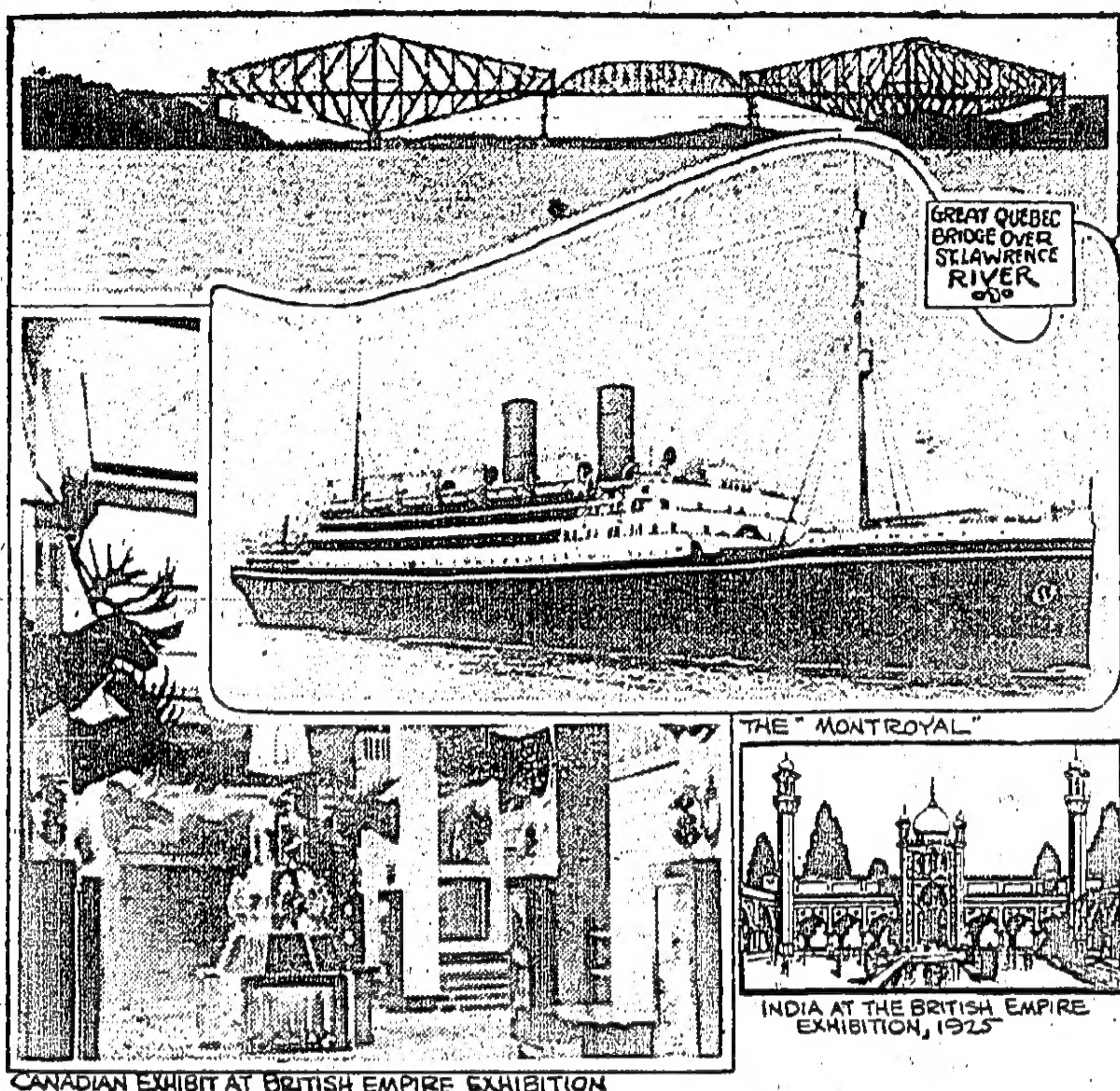




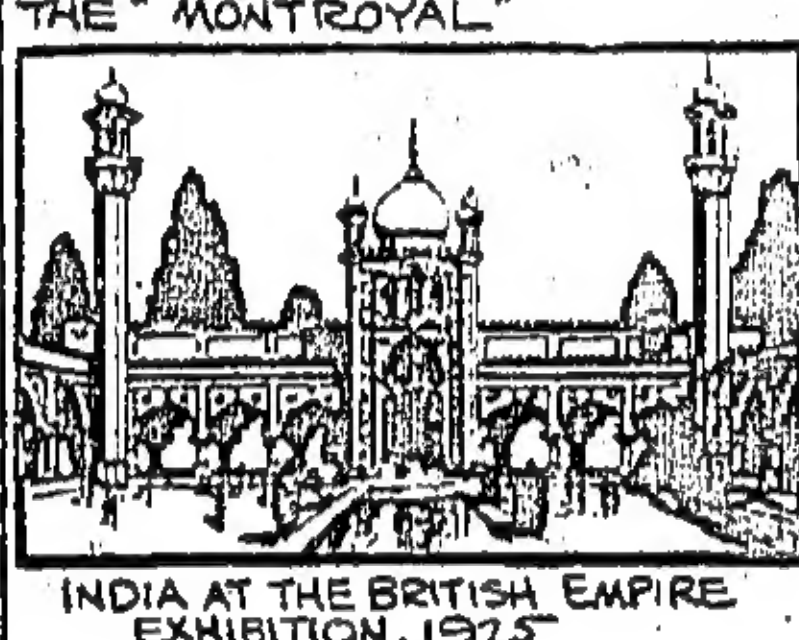
# FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 11th. APRIL, 1925.

## U.S. STUDENTS AS TOURISTS. Big Rush to Europe This Year.



CANADIAN EXHIBIT AT BRITISH EMPIRE EXHIBITION



INDIA AT THE BRITISH EMPIRE EXHIBITION, 1925

Round-trip voyages, at minimum rates, from Montreal and Quebec to Southampton and Liverpool, are the latest attraction offered to the student body of America, and will, no doubt, bring joy to the hearts of many students who have long wished to tour Europe, but have been unable to do so by lack of funds or the opportunity of earning their way over.

Some do work out their passage on cattle boats, or as stewards on steamships, but the number able to do so is very small compared to the mass of students who are able to pay a minimum fare and enjoy an ocean voyage at rest on a comfortable boat, and this is offered them this season. And this is a year of exceptional attractions in Europe. Britain is continuing the Empire Exhibition

at Wembley. Here one may see the various peoples of the British colonies living as they do at home. Rome has declared 1925 a "Holy Year" and hosts of devout Roman Catholics will visit Italy for the celebration. Fairs, conventions and other features will be staged in Switzerland, Sweden, France and Germany, all of which add to the enjoyment of travel in Europe this year.

The voyage covers 2,772 miles, 870 of which are via the incomparable St. Lawrence River route in sheltered waters. Only four days are spent on the open sea. The vessels assigned to the students are modern ships of the trans-Atlantic fleet.

These steamships are known as "M" boats and include the "Montroyal," formerly the "Empress of Britain," tonnage 15,850; and "Montclair," 16,400 tons. Both of these are oil burners. The "Minnesoda" is the third of the special fleet, all of which are equipped with radio apparatus and are in touch with land throughout the whole voyage.

The entire third-class cabins have been set aside for conducted parties so that they may enjoy economy with comfort. A number of land tours are arranged for passengers at very reasonable rates. They include one of 4 days in Paris and on the battlefields; one of 23 days in France, Belgium and England; also a third one of 34-36 days spent in 5 countries. Sailings are scheduled from Montreal for July 1 and 3, and return trips from Europe, July 31 and Aug. 13.

## SPORTS PARS.

### Interesting World Items.

D. L. A. Jephson, the former Surrey cricket captain, has given a sum of five guineas to the Bobby Abel Relief Fund.

Acting upon representations made to him by Sir Edwin F. Stockton, president of the Lancashire County Cricket Club, Parkin, the Lancashire and England bowler, has decided to give up writing newspaper articles.

One of the pluckiest boxers seen in the novices' competition for some time was Trooper Johnstone, of 7th Hussars, in his contest with Trooper Austin. Johnstone badly injured his hand early in the contest, but gamely carried on and only lost on points.

F. A. Lumley presented the cup for the Inter-Regimental contest at the novices' boxing competition at Redford Barracks, Lancashire, to Blakes, 7th Hussars, secured possession of the trophy in just a minute's fighting.

The Llanelly Corporation have decided to make a new avenue approach to the Rugby football ground in commemoration of the splendid struggle Llanelly put up against the "All Blacks." The new approach is to be called "New Zealand Avenue."

C. G. Porter and J. Richardson, captain and vice-captain of the "All Blacks," are collaborating in a book on the incidents of the tour, which will be published in New Zealand shortly after their return.

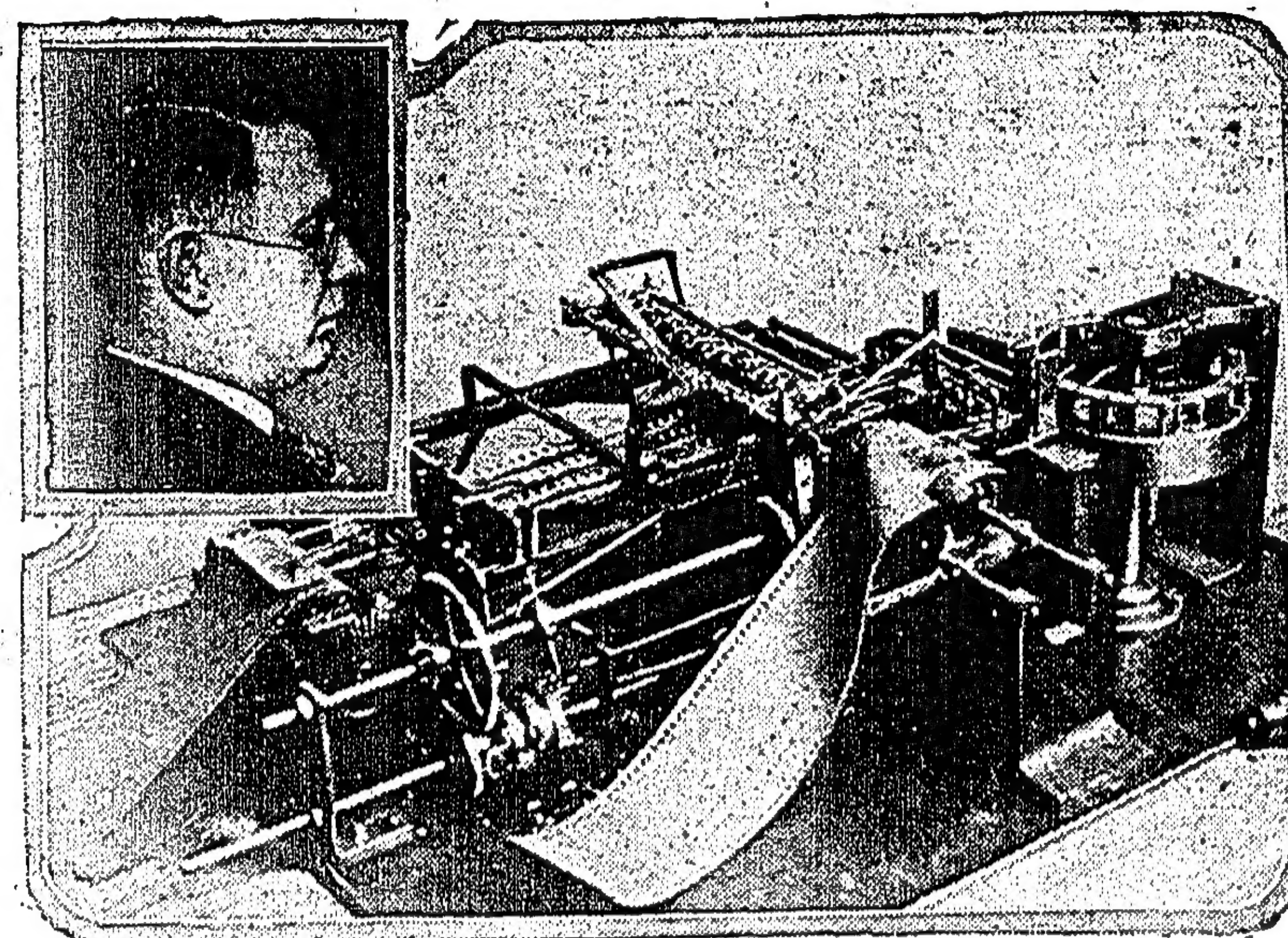
News comes from Prague of John Madden, a Scottish international footballer of 30 years ago, and who has completed twenty years' splendid service as trainer to the Slavia Sports Club. Madden was born at Dumbarton in 1865. He once scored seven goals in a Celtic-Dundee League game, and he was thrice capped for Scotland against Wales.

There was a touching little tribute to the late Jim Driscoll at the big boxing tournament at Glasgow. At the request of Sir Ian Colquhoun, the entire house rose and remained standing in silence for a brief interval out of respect for the memory of one of the greatest boxers who ever entered a ring.

At a meeting of the Notts County Cricket Club Dr. G. O. Gould, the hon. secretary, said it was obvious that county cricket could not be run on less than £10,000 a year. A telegram of congratulation was ordered to be sent from the club to Whysall, who is with the M.C.C. side in Australia.

## AN "AVERAGING" MACHINE.

Will Do Year's Work in a Day.



PROF. CLARK HULL AND HIS "AVERAGING" MACHINE.

Professor Clark L. Hull of the University of Wisconsin has perfected a machine which in one day can do the work an expert mathematician might require a year to complete.

It is an "averaging machine," designed to grade either individual students or entire classes in one operation. Prof. Hull is using it to determine vocations for students, by computing their efficiency through a series of intelligence tests sometimes as high as forty.

Each test is given a certain rating as perfect. The size of the

rating depends on the importance of the test. These "perfect ratings" are perforated onto a strip of paper, which then is fed into the machine.

The grade of the student in each test is perforated in the same order on another slip, which is fed into the machine at the same time as the first. Tiny metal "fingers" drop through the "perfect rating" on one slip, and grade on the other slip, at the same time.

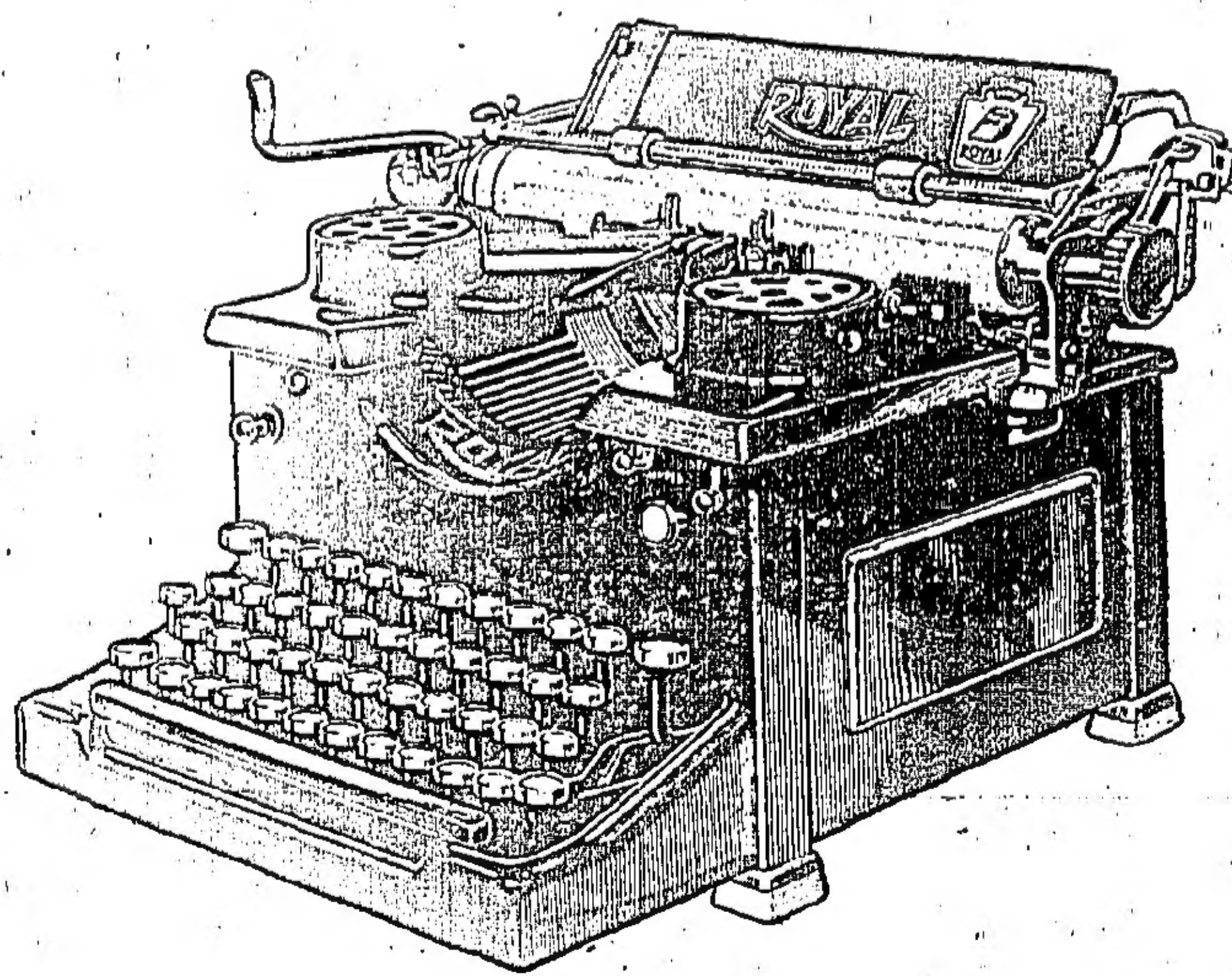
The average in each subject then is computed by the machine, and a figure which is the average in all tests is recorded.

It is a matter of only a few minutes to take this figure and from it determine the student's exact rating.

For hundreds of tests, the machine works as quickly as it does for one.

The machine, which easily could be placed in an average sized cracker box cost \$2,500 (gold) to perfect, Prof. Hull has patented it.

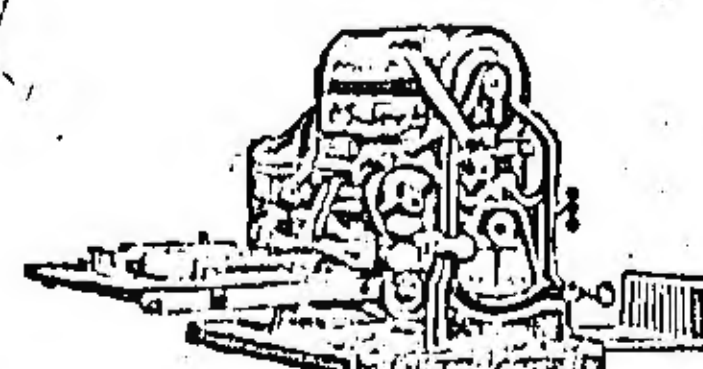
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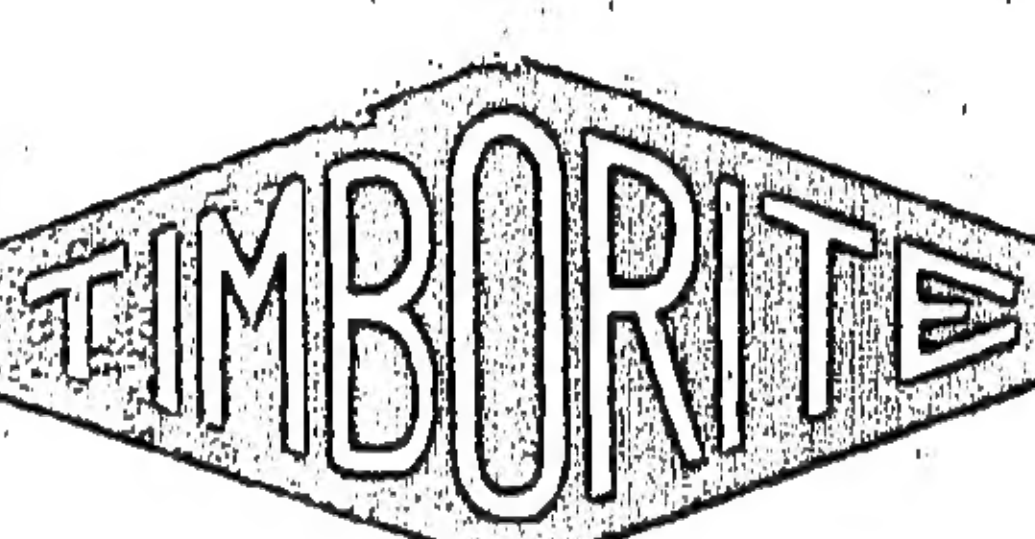
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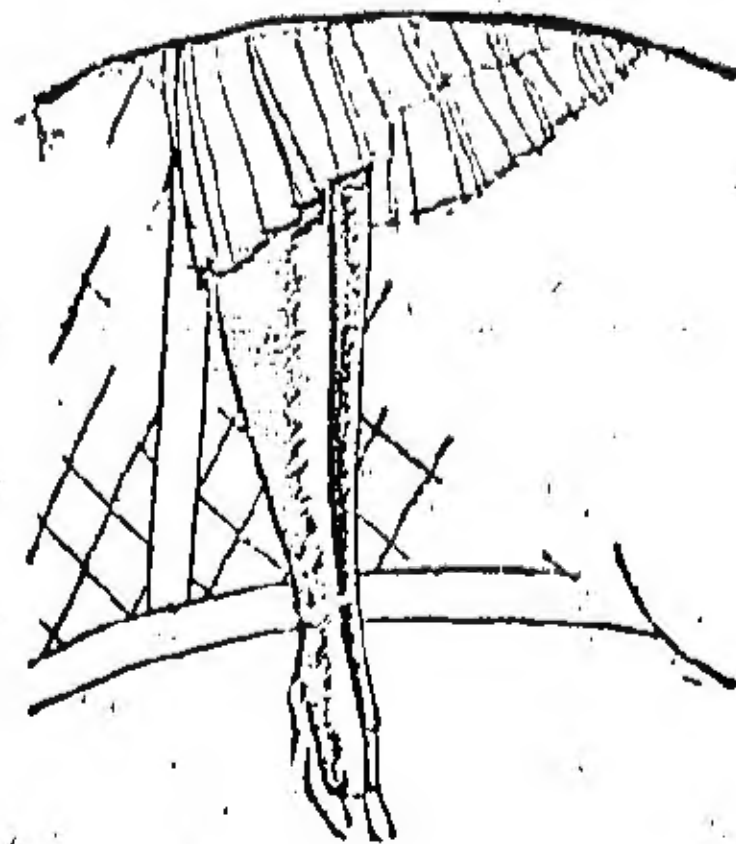
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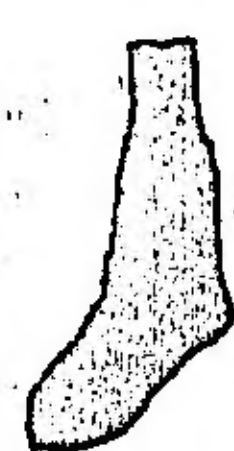


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## Radio Notes & News.

### The Possibilities Of Short Waves: Mr. Saraiva's Second Article.

The following article on short waves is a continuation by Mr. J. da Rocha Saraiva of his description of the radio apparatus he uses so successfully at Macao:

He writes:—I hope all those who have tried the "Weagant" for telephony are satisfied with such a receiver, and have had good results. Its efficiency and simplicity in operation, etc., can safely be compared with any of the expensive receivers which have long technical names, such as: Superheterodynes, Neutrodyne, Ultradyne, Tropadyne, etc., etc., which are widely advertised in radio magazines. But the "Weagant", in clever hands, receives at between 4,000 and 8,000 miles, without aerial, ground, nor loop. It was invented in 1916 by Mr. Roy Weagant.

On short waves it is famous, for it is employed, in a more or less modified form, by Rheinzart, Schnell, Hatry and other American amateurs, the pioneers of short waves. Also, by most amateurs all over the world, on account of its efficiency and cheapness. Meanwhile, it can also, with two valves, equal the superheterodyne, used by Mr. J. Simmonds the first British amateur in England to hear the New Zealand amateurs. And, we are now going to show that it is the best receiver of all, especially for those amateurs, whose means do not allow them to buy very expensive apparatus, because, this has all the good qualifications of an expensive receiver, and yet it is cheap.

#### ANTENNA.

There are circuits, as the Rheinzart, which work well on an aerial very far off tune, but according to my view and experience, no aerial can equal one that is tuned; and for short waves one that is short and untuned, as it is more efficient than a long one. Therefore, it is clear that this aerial need not be longer than a quarter of the waves it is to receive. Thus, to receive waves of 40 metres and above, an aerial of 20 metres long is enough, that is, the whole length of the wire from the end of the aerial right down to the ground. This aerial with a variable condenser of .00025 mfd. placed in series with the ground, will oscillate well on 40 metres waves, when the dial of the condenser is near to zero. For waves of 20 metres and above, an aerial of 10 metres long is necessary, etc., etc.

The aerial can be of a single wire; or a cage of 4 wires, on loops 6 inches diameter, as I have. **IMPORTANT**—It should be well soldered and insulated, and great care also given to its lead-in, for, in many instances, a bad lead-in is the cause of a bad reception, or nothing is heard at all.

If it can be afforded make a cage aerial of wires No. 7/18 or 7/22, but as this aerial is very heavy, and in Hongkong, no doubt the wind is usually strong, it will be better to use an aerial of a single wire No. 7/18. The former aerial is better, if it can be used, as it has less resistance. It was with an aerial of a single wire No. 7-22, that I picked up 2AP, the New York amateur station. However, with my cage aerial, I picked up LPX, a commercial station in Buenos Ayres.

#### GROUND.

The ground should be a good one. My ground is very good, and it is of the "Round System", arranged according to the descriptions given below, extracted from an article on "Wireless Value Transmitters" by W. James. "A good earth consists of a number of sheets of copper, zinc or galvanized iron arranged in a circle, (as in Fig. 1). The sheets are placed upright in the ground, the upper edges being a few inches above the surface.

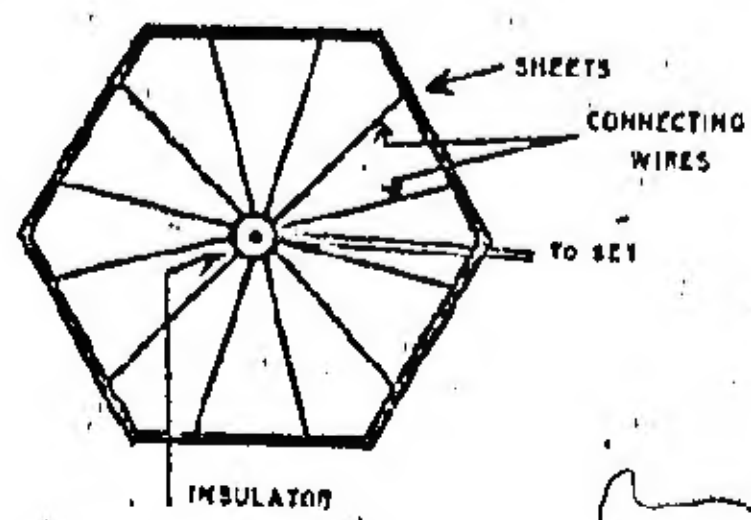


Fig. 1.

Wires, such as 7-18 copper, are soldered to the top corners of each sheet and run to an insulator placed at the centre of the circle, thus the connecting wires all have

an equal length. The connection between the transmitter (or receiver) and the earth is made by an insulated cable of heavy-gauge copper held off the ground. The plates may be 2 or 3 feet deep and arranged on the circumference of a circle 20 or 30 feet in diameter, it is preferable to build the earth below the point where the down-lead leaves the aerial. When it is not possible to build an earth of this sort, an earth consisting of two or three metal plates buried vertically (as in Fig. 2) may be tried. Sometimes the only convenient earth connection is at a water pipe. This may be satisfactory when good earthing clips are employed to make connection with the pipe."

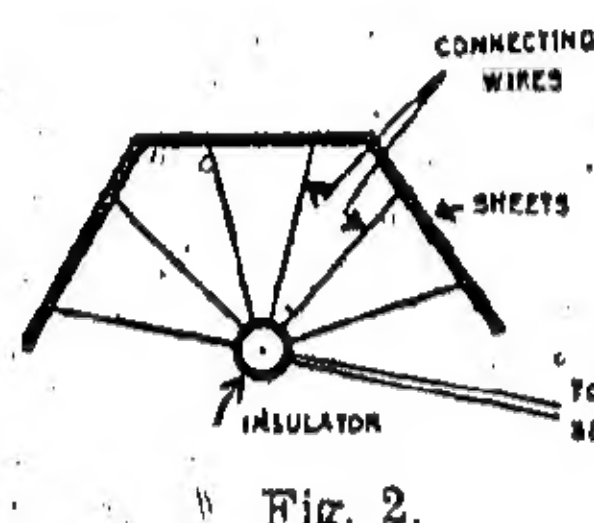


Fig. 2.

If the ground and aerial are of great resistance, there will be great difficulty in making the Weagant oscillate on these high frequencies. Therefore, to insure a good primary circuit, the following are necessary:—

Aerial.—Well soldered and insulated.  
Ground.—Least resistance.  
Connection to the ground and aerial.—Short and thick.  
**STATICS.**

In Hongkong, as well as here in Macao, the nets of electric lighting cables are certainly badly insulated, hence so much induction, hums, noises, etc. Any other simple circuit, as the Rheinzart, will not give good results in reception of short waves, and the Rheinzart is one of the most selective circuits known. But the Weagant excels it, and is far superior in selectivity. Do not try to simplify the circuit by doing away with the primary coil; leave it as it is, and when the statics are strong and annoying, the Weagant instead of eliminating, makes them still louder. Simply disconnect the aerial and ground, and listen, and the Morse signals from amateurs, or the harmonics from the broadcasting stations of Kobo, Manila and Shanghai, can still be heard distinctly. Recently, I picked up messages from Ivan Meara, the New Zealand amateur, with only the detector valve, and without aerial or ground.

#### PRIMARY COIL.

I have in my first article recommended to the reader the necessity of experimenting on the primary circuit, with various values of inductances, to obtain the correct value, because it depends on the value of the aerial used. Now, supposing we have an antenna of (or not more than) 20 metres long, to couple the primary with the secondary, a coil of 3 turns No. 14 DCC wire, (spaced, between each turn, with a piece of string of the same diameter as the wire), is all that is necessary.

#### PRIMARY CONDENSER.

In my opinion it should be one of low loss, but as they are not obtainable in our market yet, we have to be satisfied with others. For this circuit, one of 13 plates, .00025 mfd., is necessary. If it is one of square low type, it will be much better, as it will help in tuning the smallest value of the regeneration; because the signals are always stronger when the regeneration is at a minimum.

#### SECONDARY COIL.

Procure from any electrical store, 2 or 3 lbs. of No. 14 DCC wire, which will at first appear to be too thick, but it is not, for this is the correct size for the coils. For waves between 50 and 110 metres, a coil of 25 turns, 3 1/4" diameter, is necessary.

#### METHOD OF MAKING THE COILS.

Get a round form 3 1/4" diameter, and wind the wire around it spaced with a thick string (same diam. as the wire) between each turn, and after completing the respective number of turns (25), apply on the wire across the turns of the coil, 3 bands (each a centimetre wide) of a little powdered collodion and collodion, obtainable at any dispensary, equidistant from each other (or 120 degrees). Leave it to dry; when set, remove the coil from the form and cut off the pieces of string that are not struck to the

wire by the collodion and collodion; the coil will then be ready for use, and it is insulated by air, the ideal insulation for short waves, where any other substance, if used as supports, brings losses that will cancel all the gains expected from the use of such low resistance wire.

#### TICKLER.

These coils are made in the same manner and with the same wire, but on a form 2 7/8" diameter, as they have to go inside the secondary coils. However, the turns are not necessary to be spaced with string. A coil of 25 turns is enough for waves between 50 and 110 metres. It is important that the primary, secondary and tickler coils, all be wound in the same direction, and their leads must be as short as possible.

#### THREE-COIL-MOUNTING.

The mounting which I arranged for these coils, if it is not nice to look at, is nevertheless practical,

Get a square piece of bakelite 5" x 5", 1/4" thick, and inscribe on it a circle 3 1/8" diam. (same diam. of the primary and secondary coils). Drill 3 holes 1/8" on the circumference of this circle at 5 points, 120 degrees apart; fix in each of these holes a bakelite rod; and on these 3 rods slide the primary and secondary coils, and within them the tickler coil. As my description of it, is rather poor, and may not be understood, it will be better if a trip is made to Macao, to see how I have arranged it. Important:—The tickler coil must be placed at the filament end of the secondary.

#### SECONDARY CONDENSER.

A low loss of 7 plates .0001 mfd. is necessary for this circuit, but as I have said before that these condensers are unobtainable here, one of square low type will do quite as well. Mine, which is of seven plates, is made by taking away plates from one of 13 plates. It must be equipped with a vernier, because the tuning is

so critical, that a fraction of a millimetre, on its dial, is enough to cut off one station, and bring another in very loud.

The vernier should be as described in my first article (in the Telegraph of February 28th).

As the body effect on short waves is very pronounced, it is very important that the rotors of the secondary and tickler condensers, should be connected to the positive of the "A" battery and the negative of the "B" battery, and the rotor of the primary to the ground. (This however will not eliminate it entirely, therefore the little effect which is still present, can be used for tuning, thus, by approaching or taking away the hands from the secondary condenser, it will act as a vernier. It was in this way I tuned my receiver before I obtained my vernier. I do not recommend the use of a grounded shield to eliminate the body effects, as it brings great losses.

[To be concluded next Wednesday.]

**Chesterfield  
CIGARETTES**

When you smoke a Chesterfield, you smoke the finest aromatic Turkish blended with the best American tobacco.

*They Satisfy—millions!*

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is complete without its  
'Express' Lifts**

THE AUTOMATIC FLOOR-LEVELLING DEVICE CAN BE FITTED  
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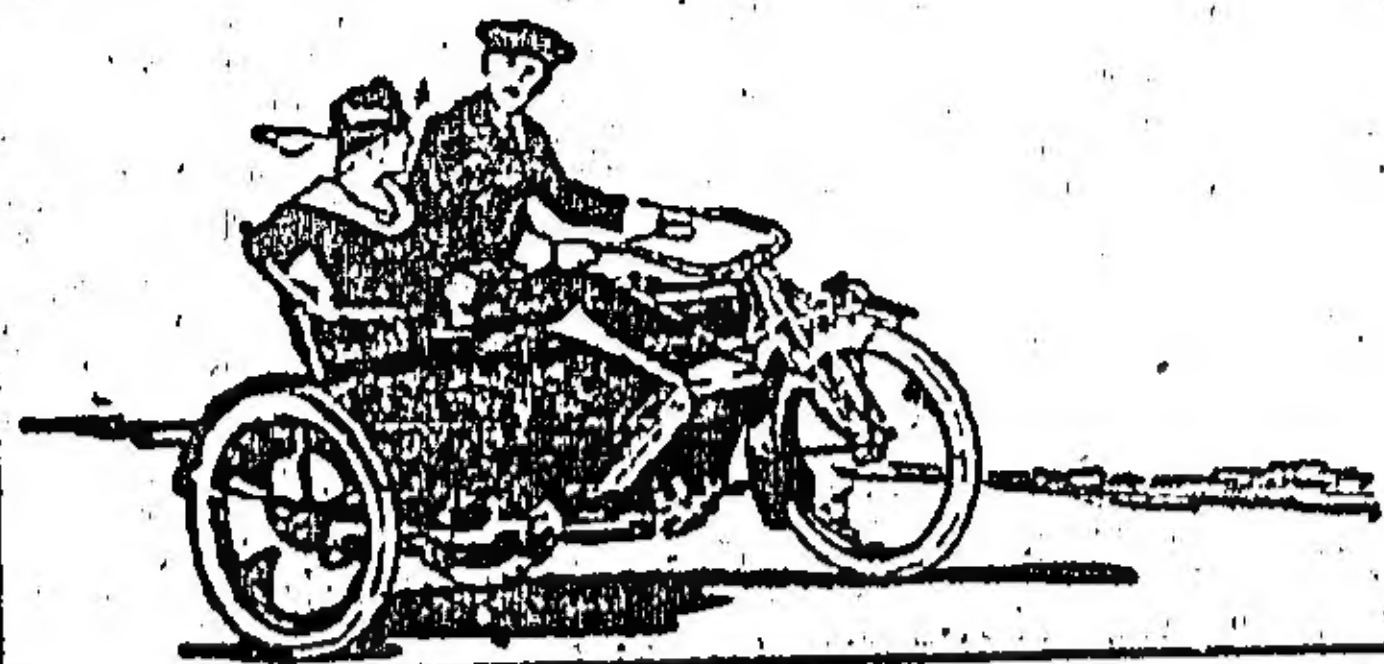
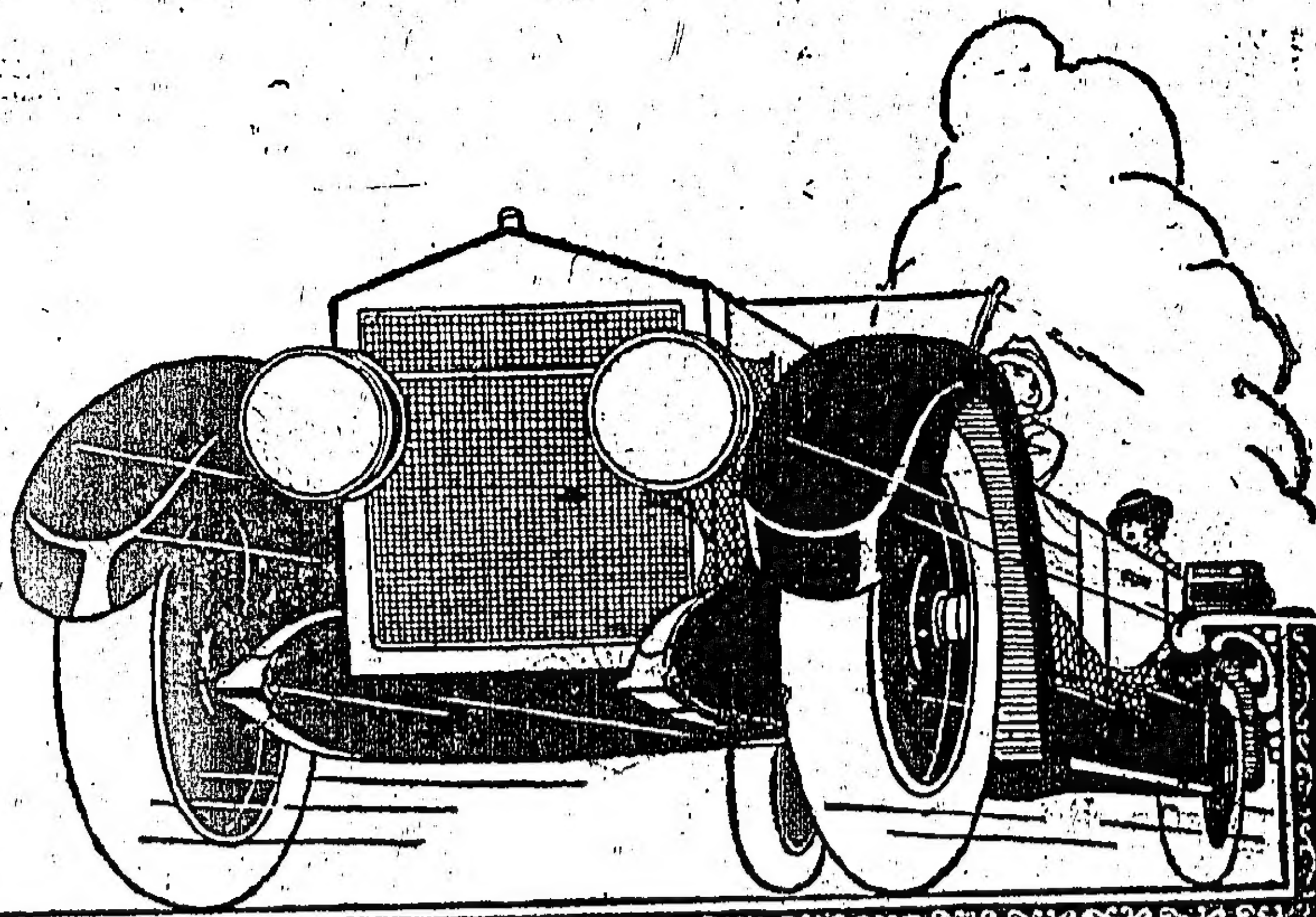


# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH.

SATURDAY, 11th April, 1925.

(Being the Official Organ of the Hongkong Automobile Association.)



## LOCAL MOTOR NOTES & NEWS

A correspondent, whose letter we publish in this issue, draws attention to a grievance which we have frequently ventilated before in these notes, namely the absence of warning lights when road repairing is in progress. It should not be a very difficult matter to adjust, and from personal observation, we should say that the need is fully recognised by the road authorities. We believe this because it is often noticed that lamps have been provided, but that they are not always alight. This may be due to the negligence of the watchman, if there is one, but whatever explanation be offered, there is not the slightest doubt but what action should be taken, especially in districts where heavy fog obscures vision. A mound of grey stones is quite effectively camouflaged in a blanket of grey fog.

It is almost a truism to say that the only man to-day who does not own a motor car is he who cannot scrape together the money to buy it and run it. Half of America is already on wheels, and the rest of mankind seem very intent on quickly following suit. Yet only thirty years ago ago the motor car was a rarity and a curiosity, a strange thing with strange ways, which required much humouring and coaxing.

The leaps and bounds of the sales of motor cars in Hongkong is but a slight indication of the huge increase in the motor industry the wide world over. To-day the purchase of a motor vehicle is accompanied with the assurance that reliability and economy will be assured. How different to but a few years ago when the man who was bold enough to invest his money in such a direction, fully expected some trouble to arise sooner or later. It was usually sooner.

The motor car competition in connection with the Hongkong Telegraph is rapidly drawing to a close now, and it will be interesting to know who has succeeded in winning the handsome "Dodge Brothers" special touring vehicle. The competition is proving remarkably popular, undoubtedly on account of the simplicity and entertaining nature. In a way, it is similar to the popular Cross Word puzzles, it being necessary to supply words, the difference being that the vowels are supplied in this case. There are no irksome conditions, and competitors who do not reach either of the first three places have at least spent their time in quite an interesting manner.

Motor cyclists will be interested to know that Mr Gascon has opened a motor cycle hospital in Kowloon. In respect to repair facilities, owners of two wheeled machines are not widely catered for by specialists in the Colony, and this latest repair depot should be appreciated. An advertisement in this supplement gives the address.

Motor transportation is becoming established in Macao, thanks to the enterprise of the Macao Transport Company. The first service was to and from Shekhi, but unfortunately owing to various difficulties it was found

to be impracticable. Negotiations are however being completed for a service between Macao and Chienshan, the Chinese authorities in the district appearing willing to assist the Company to the fullest extent.

The cars ordered for the above service are of the "Bean" make, from the firm of Harper Sons and Bean, London. The Board of Directors for the current year is constituted by Messrs F. J. Gallion, Jose M. Lopes, Dr. Lew, and N. J. Beal of Hongkong. The capital already subscribed is \$20,000.00. In all six cars have been ordered, the first of which has already arrived in Hongkong. The service is to commence on the 15th, of May next, and under the capable management of the organisers, should fill a long felt want in Macao and the surrounding district.

Motor cyclists will also be interested to hear that the well known manufacturers of "Good-year" tyres have designed a special balloon tyre for motor cycles. Balloon tyres have given convincing proof of the benefit they confer upon car owners, and it will without doubt be much appreciated that a like measure of comfort and safety is now assured knights of the auto-wheel.

The Dragon Motor Car Company who recently installed a wet internal cylinder grinder report that a number of car owners whose cars were beginning to show signs of losing power and increased gas and oil consumption, have had their cylinders re-ground on this new machine. The results amply substantiate the claims made by the inventors, stated Mr M. B. King, the other day. "Many of our customers know but little about the wear that goes on in the walls of the cylinders and thought their cars were becoming hopelessly inefficient. The whole thing is so simple that it has been no trouble convincing them that we can put their motors in even better than new condition, give them all the original power and cut down the cost of operations. A car is an investment that should last for a long time, and with our wet grinding process we can work wonders with a motor by making the cylinders round and true and glassy smooth, with a correct clearance between the piston and the cylinder wall, a condition that will last a long time."

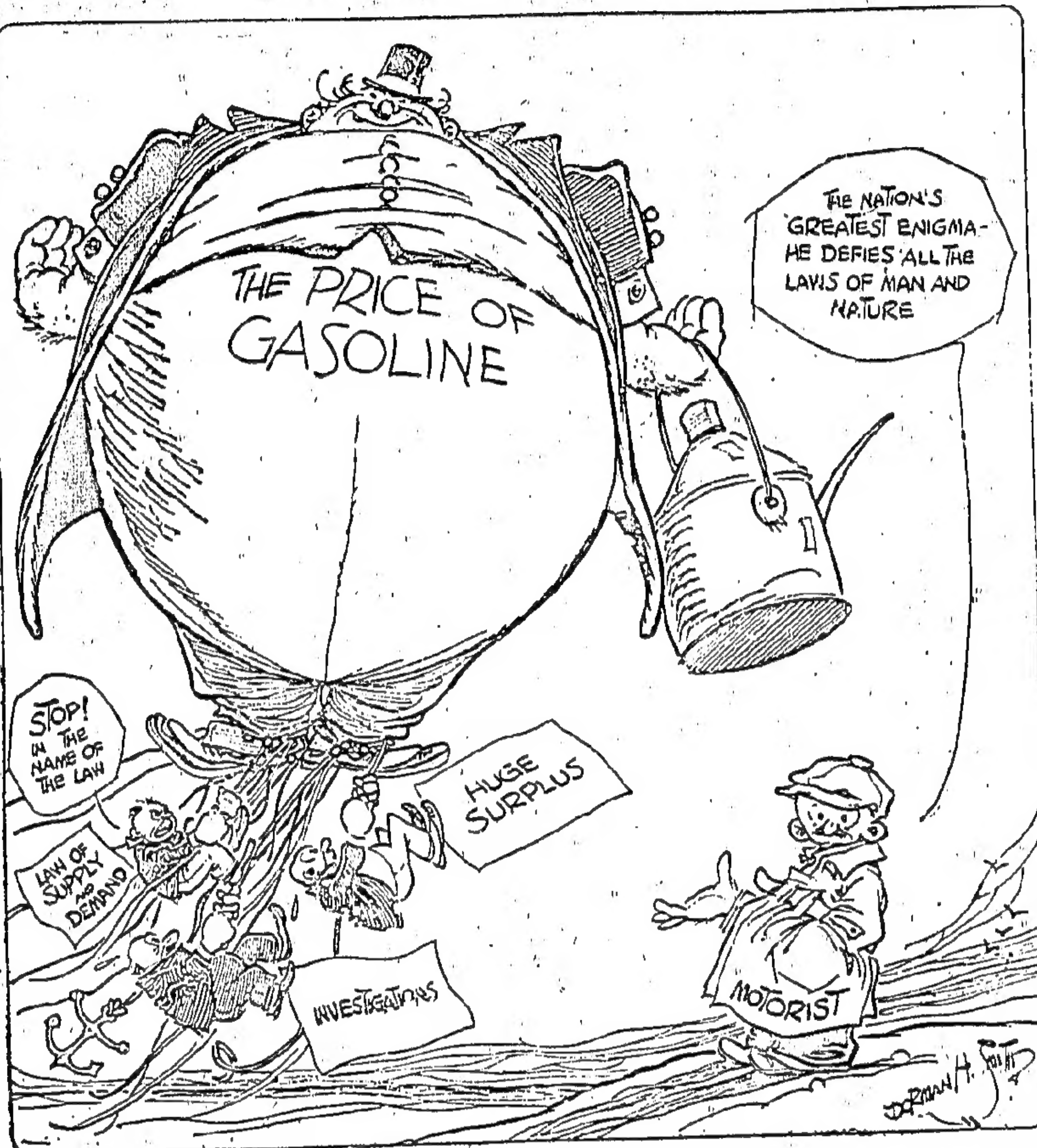
Car owners who are interested are cordially invited to visit the premises of the Dragon Company and inspect this new grinder.

### MOTORCYCLES INCREASE.

Motorcycles, the New York Department of Commerce reports increased in greater proportion than heretofore, but the increase was mostly in foreign countries. The number of these vehicles was 1,075,000 at the beginning of 1924. By the end of the year it was 1,255,000.

### MONTH'S OUTPUT.

Production of 226,000 cars and trucks in the United States is shown for January, an increase of 8 per cent. over that of December. This, however, was a decrease of 29 per cent. from the production in January, 1924.



### MORE SMALL CARS.

#### VETERAN MANUFACTURER'S PROPHECY.

A small, lightweight automobile, economical in operation and having a low first cost will eventually supplement the larger and heavier automobile of today—in the opinion of Elwood Haynes, pioneer manufacturer and inventor. Mr Haynes celebrated his sixty-seventh birthday recently a quarter of a century after driving the original Haynes, which now is in the Smithsonian Institute, down the streets of Kokomo Ind. U.S.A.

The small car which Mr Haynes has in mind would not replace big automobiles but would fill a need, as he sees it, that exists today.

"Take my own case he said, in an interview both reminiscent and prophetic, 'if I want to go down to the business district I take the family car, a machine weighing 4500 pounds. If I had one of these small cars I certainly would not bother with the heavy machine, which is unwieldy in traffic and hard to park in a limited space.'

"The small car of the future will be built very low and probably have a tread narrower than the present standard. It will be of two-passenger capacity. Its chief advantages will be fuel economy—40 or 50 miles on a gallon of gasoline—and ease and convenience of handling. Incidentally a machine of such construction would be a great aid toward solution of congestion, since it would take up less room when it is parked or when moving in the traffic stream."

The little car visualized by Mr Haynes will be primarily for city driving.

### DOUBLED IN 3 YEARS.

Automobile traffic on New York highways doubles every three years, according to Colonel William M. Acheson, state highway engineer.

### COMPULSORY INSURANCE.

#### FIVE BILLS INTRODUCED IN CALIFORNIA.

Five bills introduced before the California Legislature seek the adoption of compulsory insurance of motorists. The amount of insurance ranges up to \$10,000.

One bill would make the owner of a vehicle liable for death or injury of a person through negligence of operation.

Another bill calls for suspension of an operator's license for six months on third conviction for violation of the motor vehicle act.

A third bill calls for a mechanical governor on all trucks to control their speed. Several other bills aim specifically at commercial vehicles, one of which would impose a tax of 4 per cent. on the gross receipts of their owners. Several other bills have been introduced, most of them calling for some financial return to the state for the use of a motor vehicle.

### MUDGUARD DENTS.

#### HOW TO REMOVE THEM.

Small dents in the fenders are unsightly, and are usually the hardest to remove, owing to the shortness of the bond. Hammering is helpful, but usually some marks are left which are readily noticed. A much easier repair, and one which leaves no indication that a repair has been made is to fill the dent with solder. The dent is first scraped clean of all paint and polished with emery cloth, after which soldering paste is applied.

A torch is then applied to the under side of the fender, while a piece of solder wire is melted into the dent. After the solder is built up slightly higher than the fender it may be filed off flush. Sandpapering and painting complete the repair.

### CORRESPONDENCE.

(To the Editor, "Hongkong Telegraph.")

Sir,—In response to your invitation to local motorists to send suggestions for your weekly motor notes, I beg to suggest that you draw attention to the absence of necessary lights on our roads, warning drivers of obstruction ahead.

Driving to the Peak on several nights recently, it has occurred to me that it is dangerous to leave unlighted heaps of road mending material by the roadside, especially on those foggy nights when the most powerful headlights are of little assistance in picking out the road.

Although quite accustomed to the route, I have had one or two narrow shaves from running into such an obstruction, and I consider that drivers who rarely make this trip by night are running a quite unnecessary risk.

Enclosing by card,  
Yours,  
SAFETY FIRST.

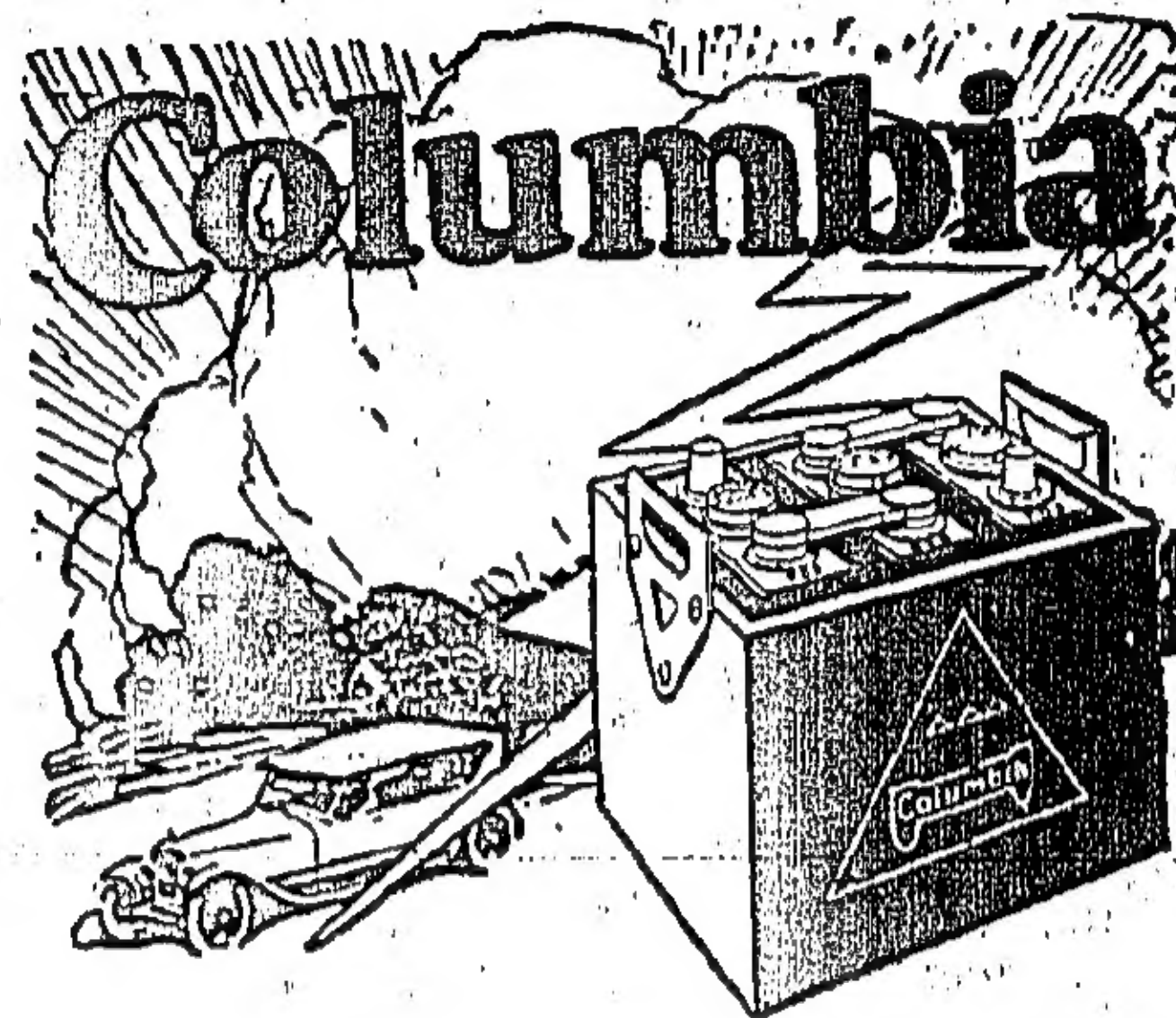
### CAR PARKS.

#### LATEST FACILITIES AT HOME.

In view of the importance of adequate parking facilities for motorists, since the conclusion of the War, has been continuously in negotiation with the various authorities throughout the British Isles for the allocation of the necessary spaces.

As a result of this sustained effort 111 large towns and cities have motor vehicle parking arrangements, and in addition 44 towns have erected "Motor Park" signs supplied by the A.A. carrying the wording "Motors Park Here". In Liverpool and Edinburgh respectively 53 and 33 of these signs are provided.

It should be noted by motorists that cars must not be parked for unreasonable periods, only for the duration of short shopping or business calls.



## Storage Batteries

YOU want a storage battery of reputation, a battery that has proved its worth for years in every country in the world. That is the Columbia.

Columbia Batteries are made by the world's oldest manufacturer of electric batteries. They are made the best a battery can be made.

Columbia Storage Batteries are your guarantee of motoring satisfaction—of quick starts and bright lights.

Your next battery should be a Columbia.

THE DRAGON MOTOR CAR CO., LTD.

Telephone C. 1246 or 1247.

A. J. Allison, Service Manager

Columbia  
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SHELL  
Motor Lubricating  
OILS

### IMPORTANT ANNOUNCEMENT TO MOTORISTS.

The proprietors of SHELL MOTOR SPIRIT have pleasure in introducing SHELL MOTOR LUBRICATING OILS.

SHELL has always meant the highest quality motor spirit—to-day it means more—it means the highest grade of motor lubricating oil.

SOLD IN 1 GALLON AND 4 GALLON TINS

"EVERY DROP TELLS"

Write for our booklet, Shell ready-reference to correct Lubrication.

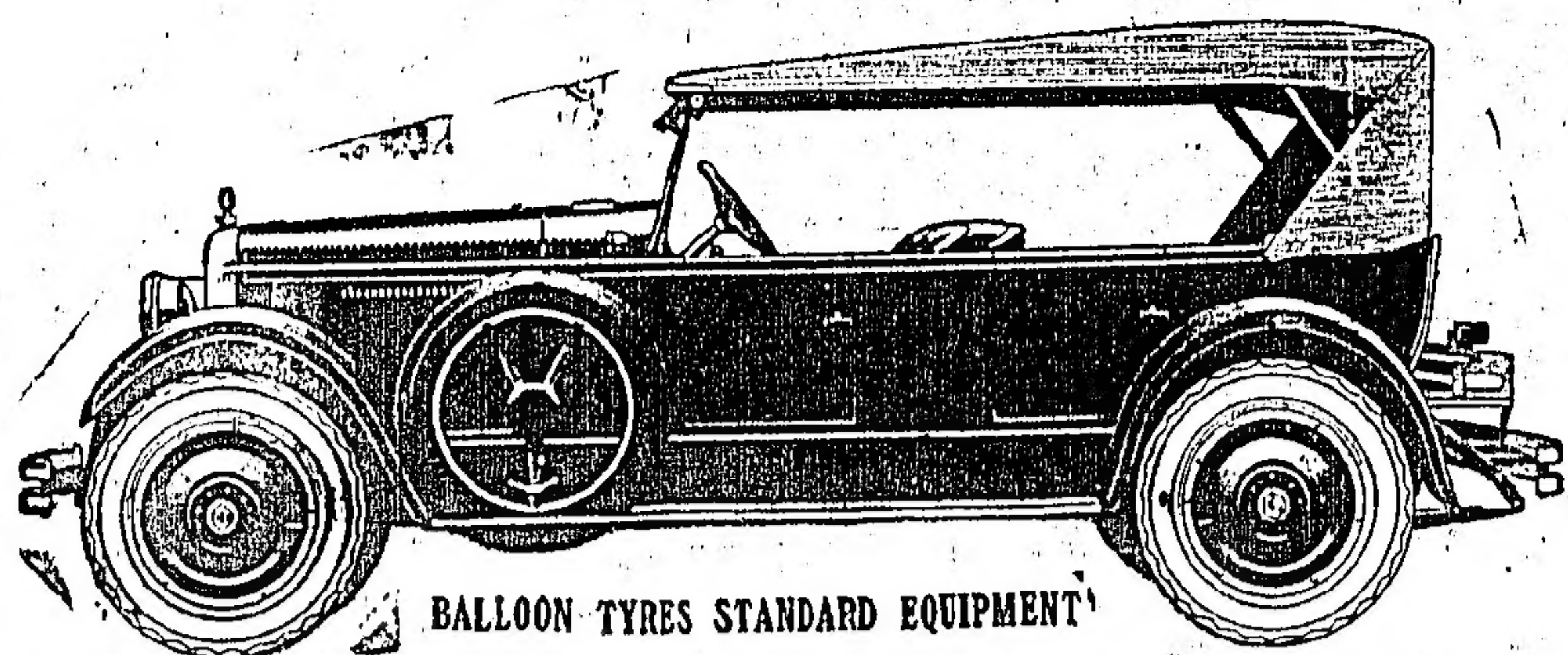
NOW ON SALE

At all Garages and Dealers.

The Asiatic Petroleum Co. (South China), Ltd.

(Incorporated in England)





BALLOON TYRES STANDARD EQUIPMENT



## Paige Motor Cars for Continuous Use

THERE are in service to-day Paige cars that have traveled over 250,000 miles—ten times around the world—and still running and doing their daily bit. Some of them with this record are in the taxicab service working day and night without the care and overhauling usually given a motor car by a private owner.

It is remarkable that there are motor cars that will stand all the use and abuse to which Paige cars are subject and still carry on for years.

It would be no mystery to the buyer, however, if he visited the Paige works and saw the methodical precision exerted in the manufacture of Paige parts and the infinite care of assembly.

The longevity of the Paige motor car would cause less wonder if motor car buyers could witness the hours and hours of road test to which all Paiges are subjected until they are so perfect as to receive the stamp of approval and bear the name "Paige."

### PAIGE SPECIFICATIONS:

Engine—6 cylinder—34 x 5; high pressure oiling to main and connecting rod bearings; silent front end timing chain; aluminium crankcase; 131-inch wheel-base; Paige-Timken axles; 6½-inch frame; springs of special high carbon steel, 40 inches in front; 61¼ inches in rear; snubbers, front and rear; petrol gauge and eight-day clock on dash; instruments assembled under glass.

Spare cord tyre, tube and protector; bumpers, front and rear; nicked radiator and motometer; automatic windscreen wiper; rear view mirror; sun visor; folding luggage carrier; trunk rails; rear stop signal.

## The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

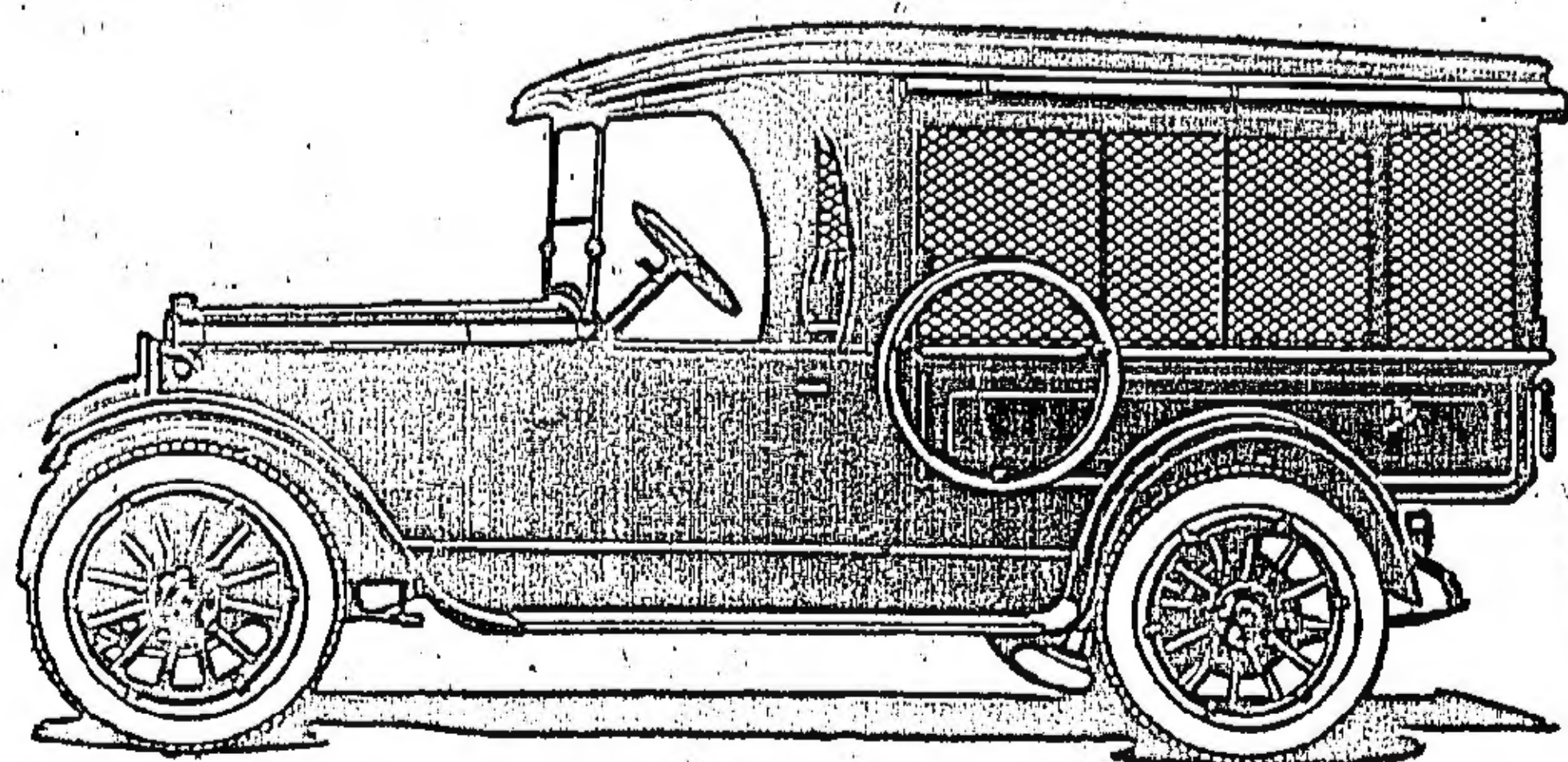
33, Wong Nei Chung Road - - - - - Happy Valley.

# PAIGE

## DODGE BROTHERS COMMERCIAL CAR

This car is usually found bearing the name of the best merchant in the neighborhood.

Good merchandising means good judgment—and good judgment quickly recognizes advantages as numerous and impressive as those possessed by Dodge Brothers Commercial Car.



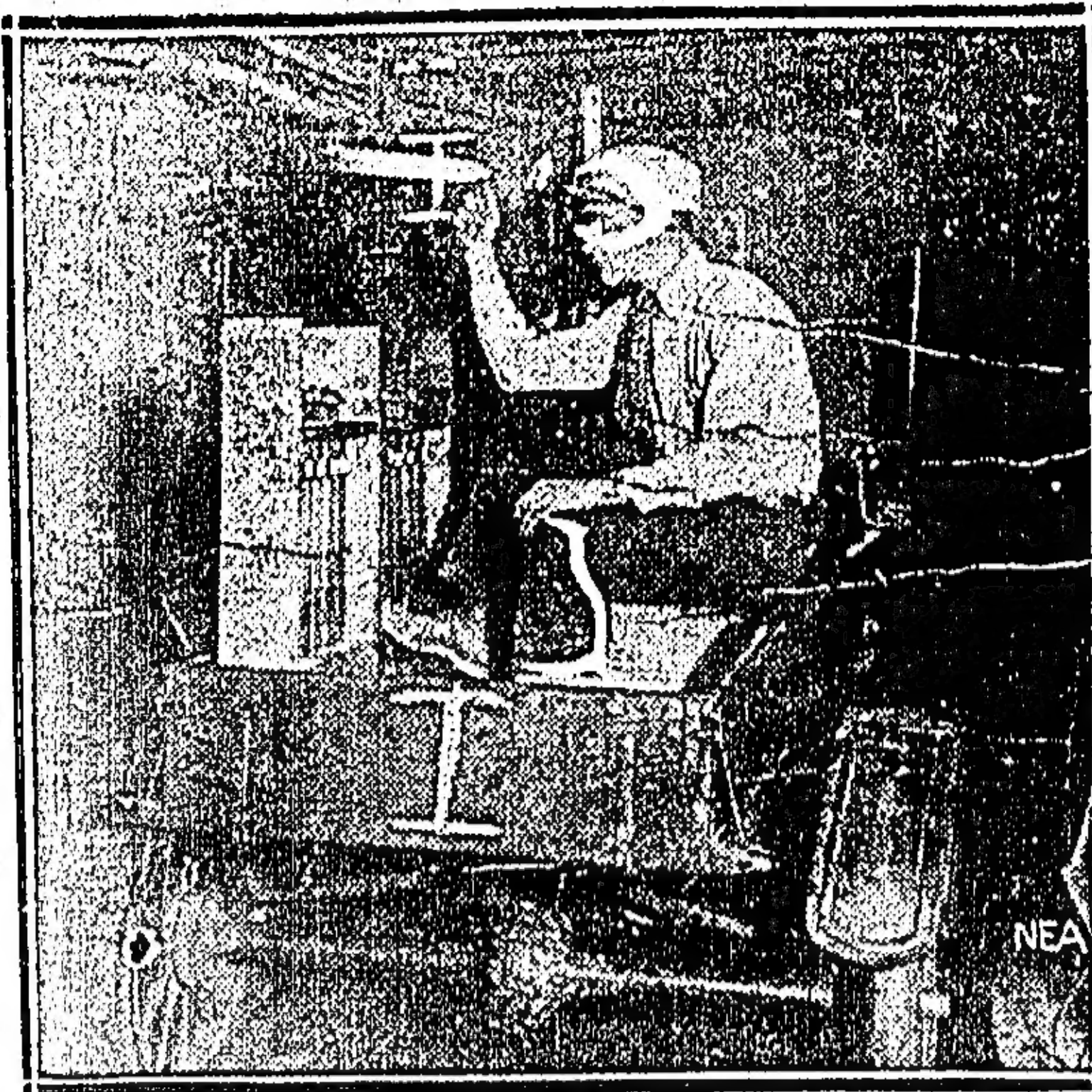
## The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road - - - - - (Happy Valley).

## WORLD'S LARGEST TRAFFIC TUNNEL.

### Apparatus to Circulate Fresh Air.



AS THIS AUTO MOVES THROUGH THE TEST TUNNEL SAMPLES OF THE AIR ARE TAKEN. THE OBSERVER IS SHOWN SWINGING A PSYCHROMETER TO DETERMINE THE HUMIDITY OF THE AIR.

Experiments conducted in a special tunnel constructed near Pittsburgh by the U. S. Bureau of Mines will make auto driving safe in the world's largest vehicular tunnel now being built under the Hudson River at New York.

These tests centre about the propagation of carbon monoxide gas, contained in the deadly fumes that come out of automobile exhausts. Men and machines have been subjected to numerous experiments and thousands of dollars have been spent on the project.

The seriousness of these experiments is shown by a mishap in the new Liberty tunnel under the Pittsburgh hills, when traffic stalled for a short while. Several drivers were overcome by the fumes, while engines kept running during the jam.

FUMES DEADLY. Physiologists of the Bureau of Mines have found that the concentration of carbon monoxide must not exceed four parts in 10,000 parts of air, or harm would result.

The special test tunnel has been built 130 feet below ground and 1000 feet from the pit mouth to the Bureau of Mines experimental mine. Special apparatus has been used for circulating fresh air and for measuring the contents of deadly fumes in that air.

Fleets of automobiles, spaced 40 feet apart, have been run through the tunnel at various speeds to ascertain the lowest rate at which autos may be driven safely.

BLOOD ANALYZED. Drivers and observers in the tunnel have been subjected to physical examinations before and after tests, the amount of carbon monoxide in the body being determined by blood analysis.

Temperature, humidity, quantity, quality, velocity and pressure of the air in various parts of the tunnel have been measured.

Conclusions made from these experiments will be the basis for adoption of safe methods in supplying fresh air and keeping the air in circulation through vehicular tunnels.

### THE HUDSON FACTORY.

#### FINE STANDARD OF EFFICIENCY.

"The enlarged Hudson-Essex plant which makes possible the offering of these fine cars at so low a price," "is one of the most interesting sights you could imagine. The factory covers more acreage than a good sized farm, yet it is not its size that chiefly impresses you. It is rather the perfect planning of work—the minutely systematized organization. There is no motor car plant which represents a higher efficiency than Hudson—none that have minimized waste motion to a greater degree."

In the Hudson factory, ninety per cent. of the constituent parts which make up Hudson and Essex cars are manufactured and finished. Even such units as axles, clutches and transmissions are produced by Hudson's own working force in its own plant—not bought outside and assembled. That meant only one manufacturing profit.

I used to believe—as does the ordinary man—that the human hair is a pretty fine standard of accuracy. I found that the traditional 'hairsbreadth' is really a coarse measurement. The average hair is about two and a half one-thousandths of an inch in diameter. There are many, many operations on Hudson and Essex which are executed to a much closer accuracy than that; the piston pins for instance must not vary from perfect roundness as much as one-tenth of a hairsbreadth. To realize what that means, imagine a quarter of an inch and then divide it mentally into one thousand parts. Or, split a hair into 10 equal parts.

There are in the Hudson Chassis several hundred limits of tolerance which are less than one thousandth of an inch; and the number where the limits are a half of one thousandth and even a quarter of one thousandth is very considerable. The same is true of the new Essex.

The maintenance of these limits naturally requires inspection instruments of great delicacy, and an inspection force with the skill, authority and will to see that products are maintained at

### FOUR WHEEL BRAKES.

#### HAVE NOW COME TO STAY.

Doubtless many of the hurriedly designed 4-wheel braking systems which can now be obtained on certain cars—always at so much extra—will in course of time just as hurriedly disappear. No modern development of automobile practice has needed more exhaustive experience than the design of 4-wheel brakes which will be at once safe, reliable and efficient.

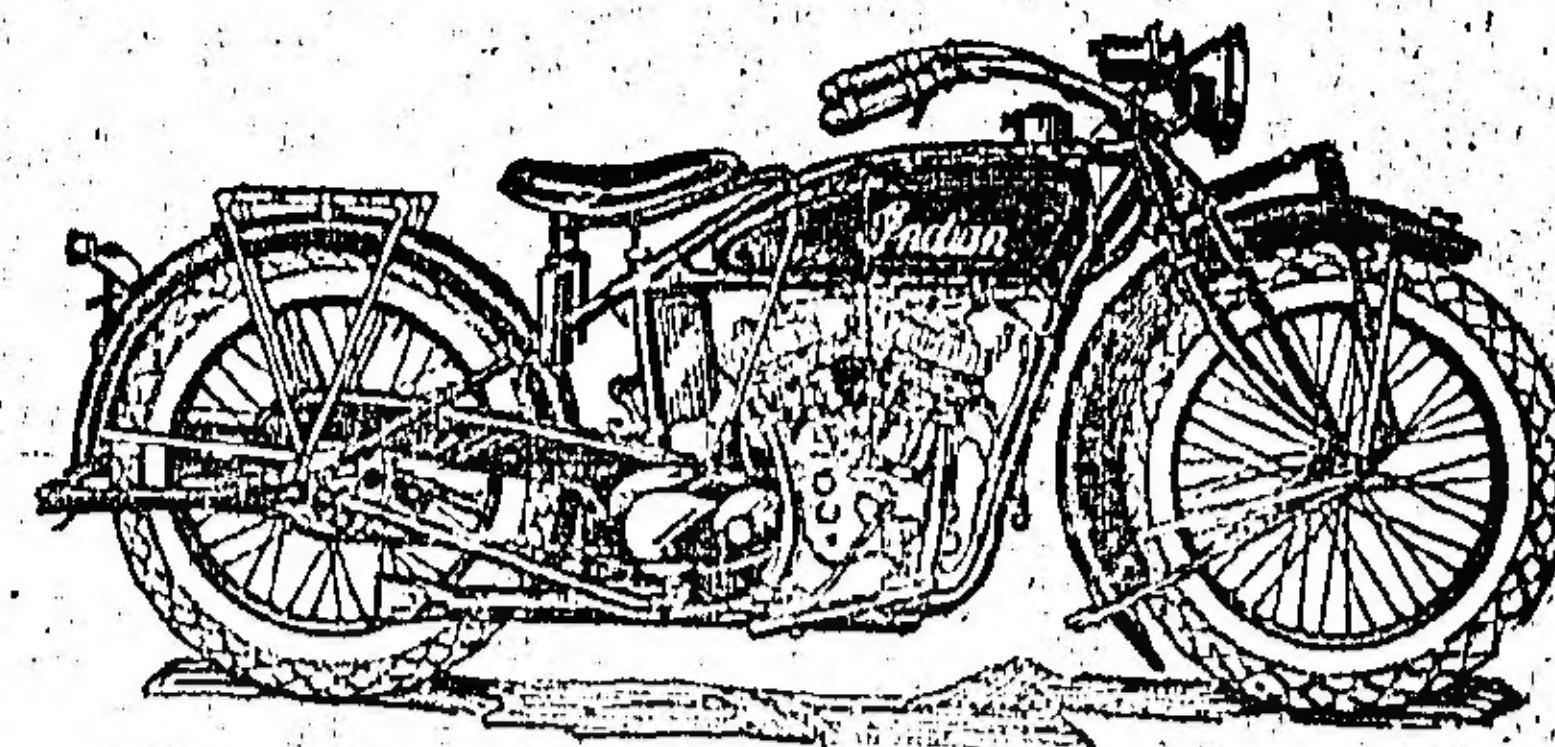
Only one British firm of car manufacturers can claim to have proved the efficiency of their 4-wheel braking system in the greatest single test ever imposed upon a car—the winning of the Grand Prix de France. This classic of the automobile racing world was won last year by the British-built Sunbeam, and in such unmistakable fashion that the three Sunbeam cars competing finished first, second and fourth respectively. No other British car has ever achieved success in this event.

Largely as a result of their successful racing experience, extending over many years, the Sunbeam Co. now standardise 4-wheel brakes on practically all their models. Where 4-wheel brakes are fitted optionally and at an extra charge, the brake design is too often an afterthought in regard to its relation to the general chassis. It is not so in the case of the Sunbeam cars, the list prices of these models including the 4-wheel braking system, and the chassis is designed accordingly which is the only method whereby the greatest efficiency and assured reliability can be obtained.

a single high standard of quality. The tolerances mentioned are unexcelled for accuracy and precision in the motor car industry. No one can do better.

"The Hudson objective is to maintain a standard of material and workmanship which will insure performance and endurance of the best type, and to combine with this the methods which make it possible to supply the automobile without an undue cost."

## THE INDIAN CHIEF OF THE TRIBE



If you want a motorcycle, you want the CHIEF 61. There is an added satisfaction in riding this INDIAN motorcycle for you know and others know that it rules the road.

The price is bed rock but the quality is sky high. Let us show it to you. Investigate before you invest.

### Alex. Ross & Co. (China) Ltd.

Bank of China Building, Hongkong.

## DUNLOP CORDS



When purchasing a tyre BE GUIDED BY THOSE WHOSE BUSINESS IT IS TO KNOW, AND WHO DO KNOW.

The fact that 95% of British Car Manufacturers fit DUNLOP tyres as standard equipment is a striking tribute to the superiority of the Dunlop tyre.

Behind the Car manufacturers' choice is their practical knowledge of tyres and tyre values.

FOLLOW THE CAR MANUFACTURERS' LEAD—THEY KNOW.

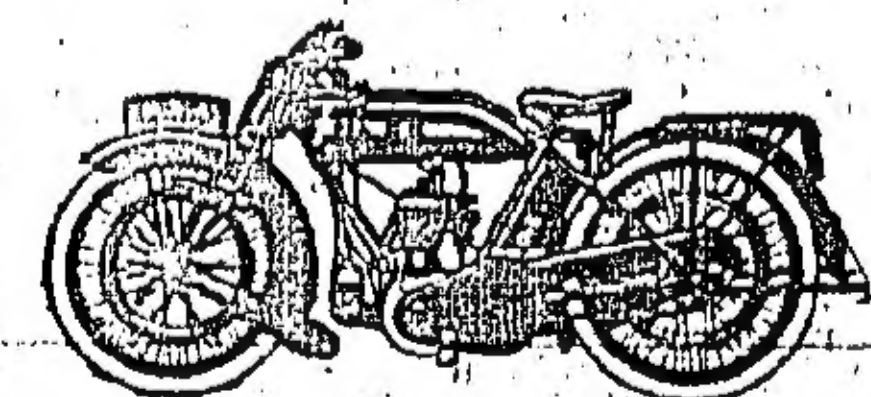
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## B. S. A. MOTOR CYCLES



Famous For Reliability and Economy



Full Particulars from the Sole Agents:

## THE SINCERE CO.





Official Photographers to the "H. K. Telegraph."



## WATSON'S AERATED WATERS

ARE PREPARED FROM REAL FRUIT ESSENCES

### GUARANTEED ABSOLUTELY PURE

LEMONADE—Has the real essence obtained from Lemons grown in Southern Italy.

RASPBERRYADE—Is prepared with the juice of raspberries grown in England and Tasmania.

FORMAZONE—THE NON-ALCOHOLIC CHAMPAGNE. It possesses the characteristic stimulating and refreshing qualities of Champagne and has a delicious flavour.

STONE GINGER BEER—The only genuine Stone Ginger Beer in the East. Prepared by a special process of fermentation which gives it the distinctive flavour which is so pleasing to the palate.

SOLE AGENTS:—

**A. S. WATSON & COMPANY, LTD.**  
Aerated Water Manufacturers.  
ESTABLISHED 1841.

## FOR LEISURE HOURS



Victrola No. 215

The Value of the cabinet Victrola is not only to be found in its decorative attraction but even more in its claim as a lovely musical instrument.

The Victrola 215 illustrated above is a splendid example of the Victor Co's. high class machines. Always remember that the larger the instrument the greater the resonating surface and that means such, mellow tone.

**S. MOUTRIE & Co., Ltd.**  
CHATER ROAD.

To the Ladies of Hongkong  
April 7th, 1925.

Madam,

We would respectfully draw your attention to a special sale of the Famous

**MORNY FACE POWDER AND PERFUMED BATH SALTS**

during the month of April.

Having been very fortunate in purchasing a quantity of the above goods at a favourable price we are able to sell as follows:—

### FACE POWDER

per large box **\$2.50**  
(usual price **\$3.00**)

### BATH SALTS

per medium bottle **\$2.00**  
(usual price **\$2.50**)

LESS 5% Discount for Cash.

The fine Quality of Morny is expressed in every article which they produce.

Morny the Perfection of good taste in Powder, Perfume and Toilet Requisites.

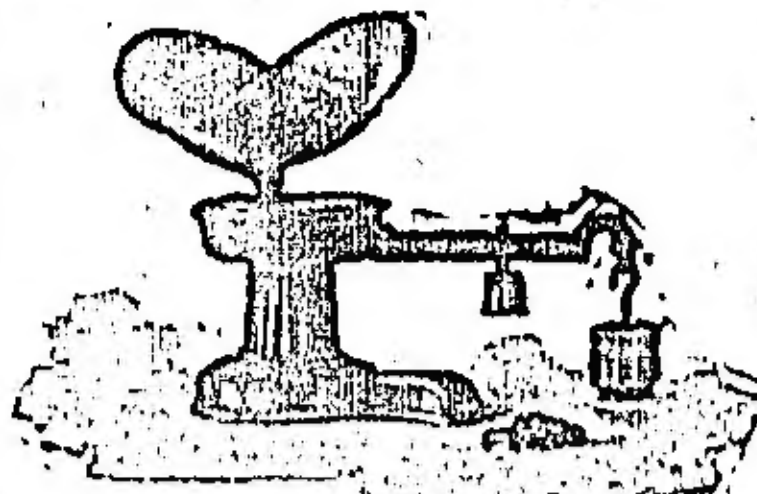
Trusting you will avail yourself of this splendid offer, we are, Madam.

Always at your service

**LANE, CRAWFORD, LTD.**

PERFUMERY DEPARTMENT  
Ground Floor.

## HOWE SCALES For The Home



Stocks Carried Inspection Invited

We carry a full line of Scales for Commercial and Domestic uses.

**GODOWN SCALES A SPECIALITY.**

Sole Distributors.

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Phone, 1186.

The Telegraph.

HONGKONG, 11th April, 1925.

### IMPRACTICABLE.

Fewer Communists have been returned as a result of the Moscow Soviet elections, whilst there is an increase in non-party members of considerably more than twenty per cent. We do not know how these figures will be explained in Soviet circles, but to the outside world they will be regarded as an indication that Communism is declining even at its fountain-head. If that is the case, and if the Russian people are really getting tired of trusting to the glib promises held out by extremists, then so much the better. For Communistic doctrines are totally unsuited to modern conditions of living, and the preaching of them only leads to needless unrest and the preaching of foolish visionary ideas amongst the masses.

When the Soviet was first established, the world was promised an example of how a country could be run and its people made happy by the practical application of Communism. How far short of accomplishment those promises have fallen we all know. So far from Russia being made happy, the country has been through truly terrible times, with consequences to the people which are too horrible to dilate upon. Both from the standpoint of national finances and the living conditions of the people, it has been abundantly proved that Communism is a failure, that the putting into effect of its doctrines leads to utter confusion and misery. At long last, even the Soviet leaders themselves have come to a realisation of these facts, with the result that, although the confessed apostles of Communism, they have had to agree to a reversion to "capitalistic" policy, so that once again private enterprise is raising its head in Russia.

Given a practical test, Communism has been shown to be utterly impracticable. The visionaries who comprise the Soviet Government have had to confess to absolute failure, and we have little doubt that in course of time the Russian people will overthrow those who still preach a doctrine in which they can no longer believe. There is a lesson in Russia's example for other

nations—for none more so than China. Let us hope that it will be duly noted, and that no foolish adventures along communistic lines will be attempted in this or any other part of the world.

### Algebra.

Professor L. G. Simons of Hunter College, New York, in a bulletin issued by the U. S. Bureau of Education, questions the necessity and practical value of algebra as a study. Arithmetic, he says, is "an important subject for practical reasons," but "we must seek some other reason" for the introduction of algebra into American education. Algebra, however, is not the only study whose practicality is being questioned and whose inclusion in school curricula is largely a matter of tradition. There are, for example, the so-called "dead languages." "Mind training" and a certain cultural value are their chief merit. But there is no reason why culture and sufficient brain exercise cannot be tied up with subjects of more practical worth. The day is not far distant when the "prerequisites," such as Latin and certain forms of mathematics, will be elective rather than compulsory in even our most hidebound institutions of learning.

### Sleep.

If you want to get thin and have a youthful figure, go to bed early and get lots of sleep, advises a noted doctor. "Many women," asserts the doctor, "stay up late at night playing bridge in the belief that it makes them thin, when the opposite is true." From which statement the only conclusion to be drawn is that late hours will make you fatter if you are already too fat, and thinner if you are trying to gain. In other words, can't cheat yourself out of necessary sleep and "get by" with it. Proper rest is the greatest doctor of all.

### LOCAL FOOTBALL.

#### INTERNATIONAL CHARITY CUP.

All things considered, Scotland have every reason for congratulation on their display yesterday, for though defeated by the only goal of the game, they put up a stubborn struggle against a much better side—on paper—and several times in the last twenty minutes came very near equalising.

The Rest had the better of the game, but their shooting was for the most part weak, and McKelvie and Stewart gave them no time to do fancy tricks. Eaton worked hard and in the earlier part gave Johnson many chances to score, but it was not until after the interval that Li Wai-tong, receiving from Eaton per Johnson, beat Clarke with a splendid shot. Clarke was again defeated by a shot from Chan Kwong-ai, but the ball struck the right hand post on the inside and rebounded into play. Dr. Valentine, for the Scottish, played what, in football parlance, is called a blinder. He was the only dangerous man in the Scottish attack, though Key played better than he has done for some time.

Mrs. P. H. Holyoak, accompanied by her daughters and Sir Henry Gollan, watched the game and at its conclusion she presented the cup to Mair, the Scottish captain. Mrs. Holyoak also presented small replicas of the Hongkong Telegraph Interport Cup to the Interport team and reserves. Mr. G. T. May, the oldest member of the Hongkong Association, was presented with a cup (left by Shanghai) in appreciation of his valued services.

### SOVIET ARRESTS.

Moscow, April 10. The Rosta Agency states that the Transcaucasian Government has arrested a number of officials of the Nakhichevan autonomous republic, including the People's Commissaries for Internal Affairs, Agriculture and Finance on charges of abuses of authority and incompetence. Those arrested are mostly rich ex-Tsarist officials. The Commissar of Internal Affairs, M. Babaev, is accused of appropriating fifteen thousand roubles, belonging to the State. Some others are said to have supported the Turkish anti-Soviet party of Mussavatists. —Reuter.

### DAY BY DAY.

The Cheung Chau Government School's annual sports are to take place next Saturday afternoon.

The silk shipped by the Blue Funnel steamer Patroclus on the 10th March was delivered at Marseilles on the 6th instant, a transit of 27 days.

It is notified that the names of the United Motor Company and of the Yangtze Steam Navigation Company, Limited, have been struck off the Register.

It is notified that His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Monday, 20th April, at 10 o'clock in the forenoon.

BE ASSURED THAT THERE IS NOTHING WHICH WOUNDS A NOBLE HEART SO DEEPLY AS WHEN HE PERCEIVES THAT HIS HONOUR IS DOUBTED.—Moliere.

His Excellency the Officer Administering the Government has approved the promotion of Lieutenant John Black Ross to the rank of Captain in the Hongkong Volunteer Defence Corps.

His Excellency the Officer Administering the Government has re-appointed Dr. Alice Hickling, M.B.E., to be a Member of the Midwives Board for a further term of three years.

His Excellency the Officer Administering the Government has appointed Mr. R. A. D. Forrest to act as an Assistant to the Secretary for Chinese Affairs and as a Deputy Registrar of Marriages.

Observatory returns show that the average mean temperature for March was 63.7, the highest being 78.9 and the lowest 54.8. There were 111.5 hours of sunshine and 8.28 inches of rain. The average humidity was 81.

The Chief Justice has appointed Mr. H. R. Butters, Deputy Registrar of the Supreme Court of Hongkong, to be a Commissioner to administer oaths and take declarations, affirmations and attestations of honour in the Court.

The reports of the kidnapping of the Standard Oil Company's compradore at Canton have been confirmed, and the American Consul there is approaching the Civil Governor asking for his co-operation in securing his release.

On Thursday evening P. Yvanovich beat J. Thomas in the third round of the Colony billiards championship by 800 points to 641. The winner's chief breaks were 45, 42, 36, 32, 30, 22 and 23 (twice) and the loser's, 35, 28, 36 and 32 (three times).

His Excellency the Officer Administering the Government has appointed Mr. Charles William Jeffries to act as Director, Royal Observatory, and Mr. B. D. Evans to act as Chief Assistant to the Director, during the absence on leave of Mr. T. F. Claxton.

His Excellency the Officer Administering the Government has appointed the following gentlemen to be members of the Pilotage Board for 1925.—The Assistant Harbour Master (President), the Commander of the Naval Yard, Mr. G. D. M. Arthur, Mr. Lloyd Kay and Mr. F. S. Adey.

There has been added to the list of medical practitioners the name of Dr. John Kenneth Milward of Union Building. Dr. Milward is a Member of the Royal College of Surgeons, England, and a Licentiate of the Royal College of Physicians, London.

His Excellency the Officer Administering the Government has received information from the Secretary of State for the Colonies that His Majesty's Exequatur is being issued to Mr. John Cameron Hawkins empowering him to act as a Vice-Consul for the United States of America in Hongkong.



Several tiny tots have written to me to express the pleasure which they derived from the little chats on indigestion and trigonometry which I recently published in my "Children's Corner". At the same time they ask me if, in common with other high-class journals, I will set a special cross-word puzzle for children only. Those that I recently set have proved, it appears, too hard a task for them, and, in consequence, many a hitherto smooth baby brow has become corrugated for life, many a baby brain become permanently added. Therefore, it is with more than ordinary pleasure that I accede to my little readers' request; and to the sender of the first correct solution opened by me on Pancake Day, 1925, I will award the prize of a lovely puncture-proof, unburstable saucy. No diagram is required here, pets.

Just draw four little squares, two on two, and number them 1,2,3,4. Then solve the following, and send your answers, accompanied by a postal order for 5s. (not necessarily for publication, but as a guarantee of good faith), to this office, addressed "Uncle Hellogabius".

Horizontals.—1. Noise made when weighing sugar. 3. A hater of brass knobs.

Verticals.—1. Tin whiskers. 2. A sort of acid-drop eaten by retired lighthouse-keepers.

RHYMES WITHOUT REASON. A stingy young fellow named Mainwaring

Got engaged to a girl named Susanwaring; But, so miserly he, That he only gave her A second-hand six-and-a-tainwaring.

A soldier, I read, when recently operated on in hospital, had two open safety-pins removed from his

stomach. When asked to account for their presence there, the patient was understood to say that he was in the habit of feeding himself on "safety first" principles.

I am sorry to see that a student at Michigan University has been suspended for the rest of the term because he submitted as an original composition a story by O. Henry. This recalls a somewhat similar incident which occurred a few years ago when somebody tried to palm off on the editor of the "Savage-Farmers Illustrated Monthly" a poem by that famous poet of the New School, Beasley Tasher. Fortunately, Mr. Tasher's poems were so well-known that the imposture was at once detected.

The verses in question, taken from the volume entitled "Poems of Longing, Lockjaw and Liquorice," were, indeed, so characteristic of this sweet singer that I cannot refrain from quoting them:—

Gumbolls and glue— Are they nothing to you? Anvils and chaises— Have you no thought for those Doesn't boiled brill In your heart raise a thrill? Doesn't red ink Inspire you to think? Bagpipes and boots, And crystallized fruits,

Volunteer Orders state that Lieutenant J. C. Macgown, M.B., Ch., B. is attached to No. 6 Platoon as combatant officer commanding No. 6 (Kowloon) Platoon.

A bumper house was secured at the farewell performance of the Lee White and Clay Smith Company at the Theatre Royal last night when the cream of the Company's repertoire was presented, and rapturously applauded. At the close, Miss Lee White briefly thanked the audience from the stage, stating that the members had enjoyed every minute of their stay in Hongkong and were looking forward with pleasure to their return, which they hoped would be soon.

Glucose, glass eyes, Pink string, mutton pies, Ostriches' eggs, Bath bricks, wooden legs, All unheeded pass by— Why, O why?

Why? Why? Why?

I see that during his recent visit to Madeira Mr. Bernard Shaw learnt to dance the tango, and this has inspired me with a novel idea of raising money for charities. All too often we rely on our actors and actresses to do this for us, but my idea is that our prominent literary men and women, who are known to the public only by sight, should display any little ball-room talents they possess before the footlights. I for one would stand in a pit-queue all night to have the privilege of seeing Mr. Shaw dance the tango, and I haven't the least doubt that if Mr. Shaw were persuaded to exhibit his prowess in public for a good cause, Sir James Barrie might similarly be induced to come along and favour us with a Highland fling, Mr. G. K. Chesterton with a stately minuet, Miss Ethel M. Dell with a strong, silent Apache dance, and Miss E. M. Hull with a dancing dervish act. Nor would I, as a lesser light, hesitate to offer my services; for I have a big repertoire of dances, hitherto only seen by a privileged



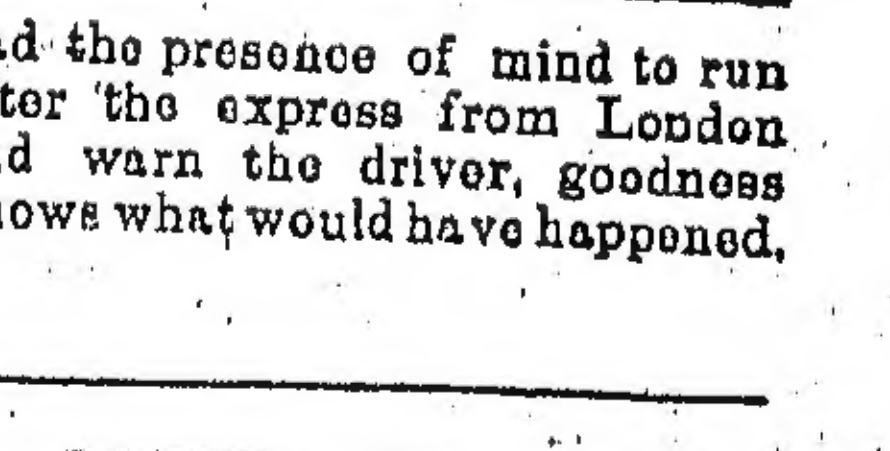
fow, including the tarantula, the stiletto, the contango, the garrot, the peccadillo, and the havana-banana.

I read the other day that a crop of winter cabbage had recently been sold at the price of £45 per acre. This sounds a fearful lot, yet I was not a little relieved to find on going to lunch at my favourite restaurant yesterday that they were still charging only threepence a plate for it—including cockroach.

On the day they took away the statue of Eros from Piccadilly Circus I went there at 10 a.m. to bid a last farewell to the little fellow. Just outside the Tube station I encountered a friend. His eyes were billious. He wore dishevelled evening dress. He walked with the tottery gait of the Oldest Inhabitant. He had clearly been doing a little light-red-painting. "Hallo, old dear," I said, "you must have had a hectic time last night?"

Night before last, old boy, night before last!

A bullock strolled on to the Southern Railway line just outside Brighton the other day. If a porter from Lewes station hadn't chanced to read of the occurrence in the evening paper, and hadn't



### PERU AWARD.

Washington, Apr. 10. President Coolidge, replying to a memorial by Peru against various parts of his Tacna-Arica award, especially with regard to the arrangements for holding a plebiscite, says he regards his award as "final, without appeal." —Reuter's American Service.

### THE BUDGET.

London, April 9. Parliament has adjourned until the 28th inst., when the Budget will be introduced.—Reuter.



## THE CROSS.

By the Rev. G. R. Lindsay, M. A.

In the churches which celebrate in ordered cycle the landmarks of our Lord's life, the year is felt to move to its climax in the commemoration of the events of the Cross. It is one of the most imposing facts of history that Jesus Christ has brought into existence a spiritual society which links together nineteen centuries and holds the world in its embrace, and that He wields this power because He endured the Cross. Such a stupendous result can be explained only by the fact that the sufferings and death of Christ had a quality which stirs the deepest feelings of human nature. The Cross has a strong universal appeal to heart and mind on account of its tragedy, or its mystery, or its efficacy, or all three aspects together.

"The world has ever an open ear and a sensitive heart for a tale of real tragedy which involves an innocent in shame and ruin and no biography that was ever written, or event ever imagined, has approached in the elements of truest pathos to the record of the death on Calvary." Yet again, there is fascination in mystery. There are problems connected with the Cross—with the reason why it was necessary for the Saviour to die—that have fascinated the most earnest and profound minds throughout the Christian ages. We feel, moreover, that there were aspects of

the Saviour's sufferings with which we may not intermeddle, experiences we cannot fathom. We cannot gauge the agony that must have been endured by His stainless spirit in breathing the atmosphere of wickedness, nor can we understand the anguish of the cry, "My God, Why Hast Thou Forsaken Me?" There lie mysteries here toward which the devout mind is irresistibly drawn, and which are also a hall-mark of truth, for, as has well been said, "A religion without its mysteries is like a temple without a God." But the most potent influence of the Cross of Christ has been in its peculiar efficacy. Sinful men have experienced through the Cross the power of God unto salvation. In the hour when we feel our unworthiness, not only do we say, "God be merciful to me a sinner," but we instinctively add, "for Christ's sake." We can confidently ask for forgiveness when we plead the worthiness of Him Who for our sakes offered His perfect soul without spot or blemish.

As we stand by the Cross this week, let not our attitude be one of sentimental pity or sympathy, but rather that of obedience.

O, dearly, dearly as He loved, And we must love Him too, And trust in His redeeming blood,

And try His works to do.

## FACTORY FIRE.

## BIG AMERICAN BLAZE.

New Jersey, April 10. A fire destroyed the nail factory of Messrs. Igoo Brothers and several other factories. The loss is estimated at between four and six million dollars.—*Reuter's American Service.*

## JAPAN'S NAVY.

## NEW CRUISER LAUNCHED.

Kobe, April 10. The first-class cruiser Kako has been launched at Kawasaki Dockyard.—*Reuter.*

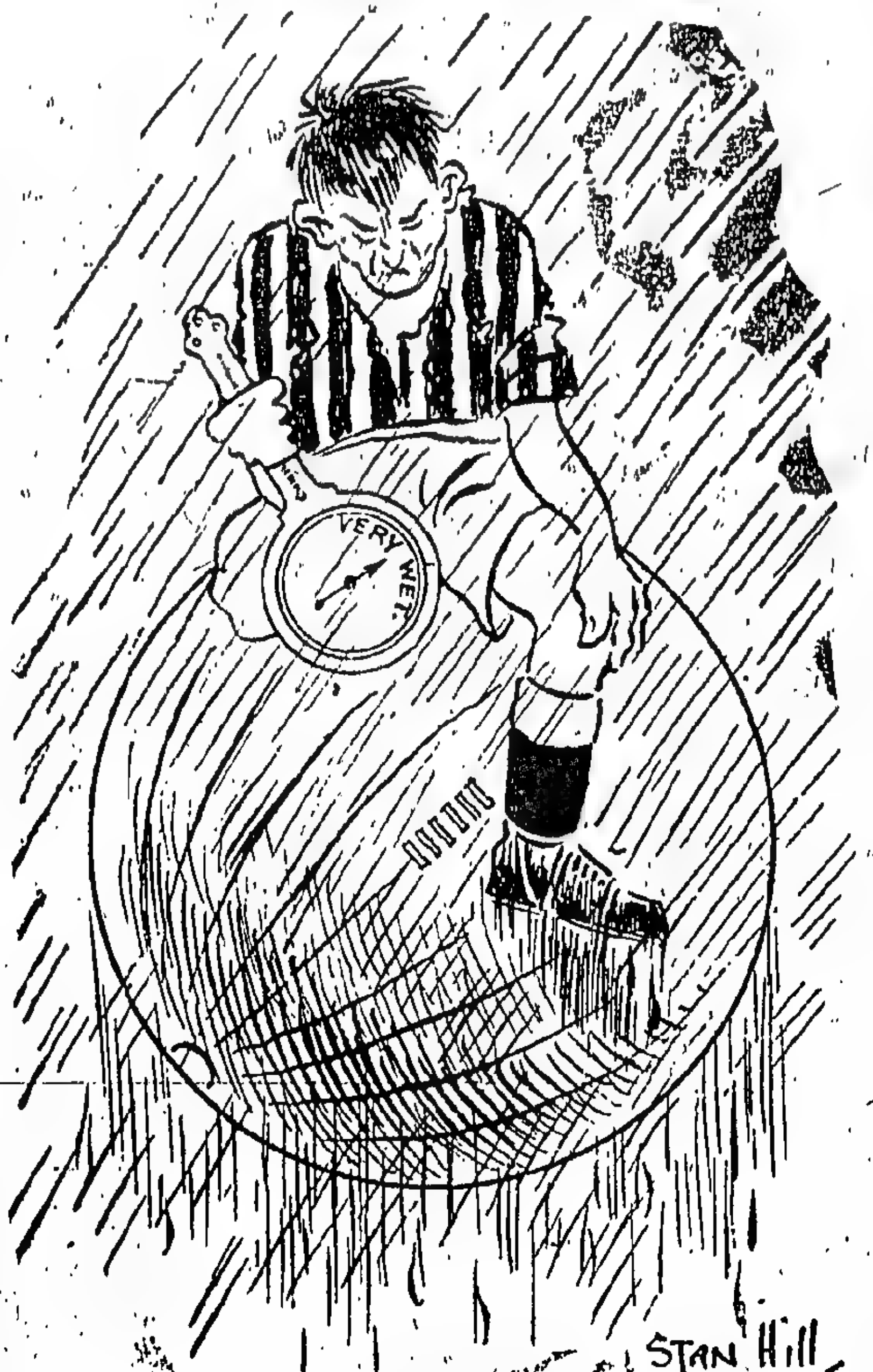
## WHOSE ISLAND?

The Hague, April 9. The Government has appointed Professor Van Vollenhoven as its representative in the arbitration proceedings to decide whether Miangas Island belongs to Holland or the United States.—*Reuter.*

## THE "CLAN MONROE."

Antwerp, April 9. The s.s. Clan Monroe, which collided with and sank the Dutch steamer Jonge Catharina, is making a little water, but is proceeding to Havre.—*Reuter.*

## OUR FOOTBALL CARTOON (By Stan Hill)



"HOPE."

(Inspired by the recent cancellation of matches, owing to wet weather, and by Walt's famous picture, "Hope").

## RUSSIA AND POLAND.

## RECENT MURDERS RECALLED.

Moscow, April 10. The Rosta Agency says the Polish Minister, M. Kentchinsky replying to M. Chicherin's Note protesting against the murder of two officers on March 31st and demanding a strict enquiry and punishment of the culprits, while regretting the occurrence deprecates the unfounded accusations of the Soviet and declares his decision to regard responsibility and punishment for the murders as an internal affair of Poland, which cannot continue correspondence on the subject.

M. Chicherin, in reply, pointed that the Polish Government, by officially consenting to an exchange of officers, recognised the Soviet interest in their fate; therefore the Soviet cannot regard the affair with indifference.

M. Karachevsky, the Polish Consul at Minsk, who is accused of concealing the priest Ussas has been recalled to Poland at the request of the Soviet.—*Reuter.*

## HIPPO FIGHTS ELEPHANTS.

Two elephants and a hippo took part in a fierce battle in a circus near Nimes, says a Paris message. In the end one of the elephants had its foot crushed between the hippo's jaws, and the circus manager now thinks it is dangerous to allow hippos and elephants to be in the same arena. The circus proprietor had advertised a "jungle scene." No sooner had the elephants trumpeted round the hippo than it seized one of the elephant's paws and crushed it. The other elephant attempted to throw the hippo. After frantic efforts by the circus attendants the fighting animals were separated.

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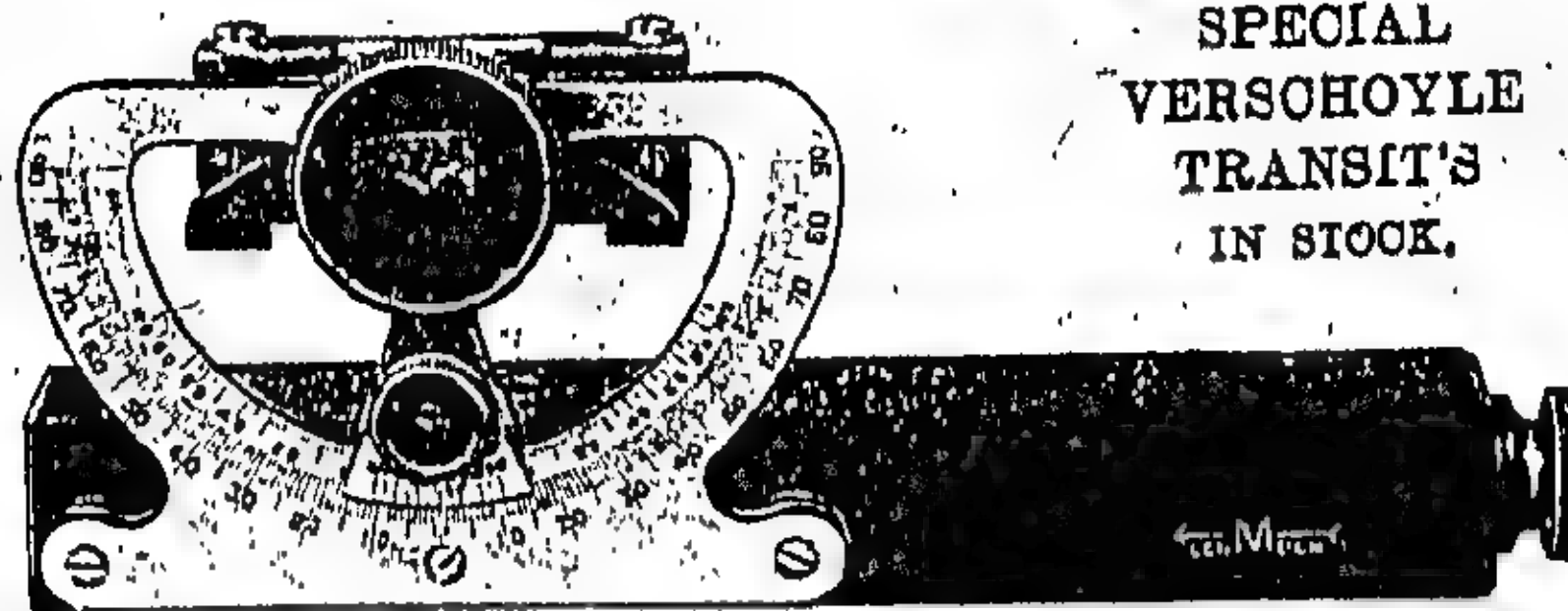
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## SUBMARINES.

## THEIR ABOLITION URGED.

Philadelphia, April. Viscount Lee of Fareham, addressing the English-Speaking Union, advocated a new arms conference to consider the abolition of submarines. He said land disarmament was not feasible and air disarmament was impractical, whilst naval disarmament was properly settled at the Washington Conference.—*Reuter's American Service.*

## A DUTCH STRIKE.

Amsterdam, April 9.

A strike for increased wages has broken out at the Government relief works in the moorland districts of Friesland and Drenthe. It is reported that in many places the strikers have set fire to piles of peat, cut the telegraph wires and plucked the dams. The authorities have offered a reward for the offenders.—*Reuter.*

## MEXICO PEEVED.

Mexico City, Apr. 9.

Signor Aaronsenz, Foreign Minister, whilst discussing foreign affairs declared that Mexico had not attempted, and did not desire to seek a resumption of diplomatic relations with Britain, as the Government considered Britain's refusal to recognise it as an affront. He added that relations with the United States were most cordial.—*Reuter's American Service.*

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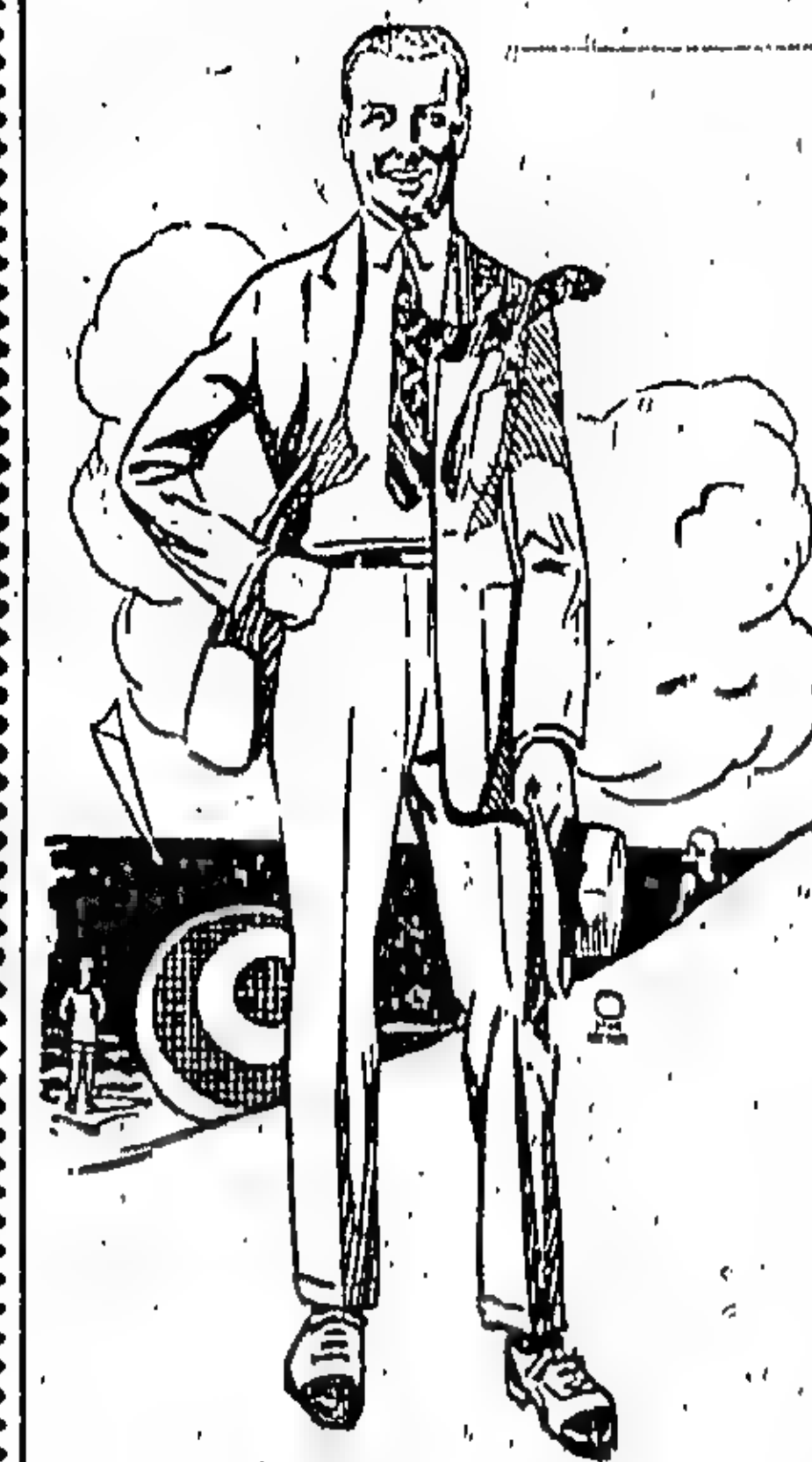
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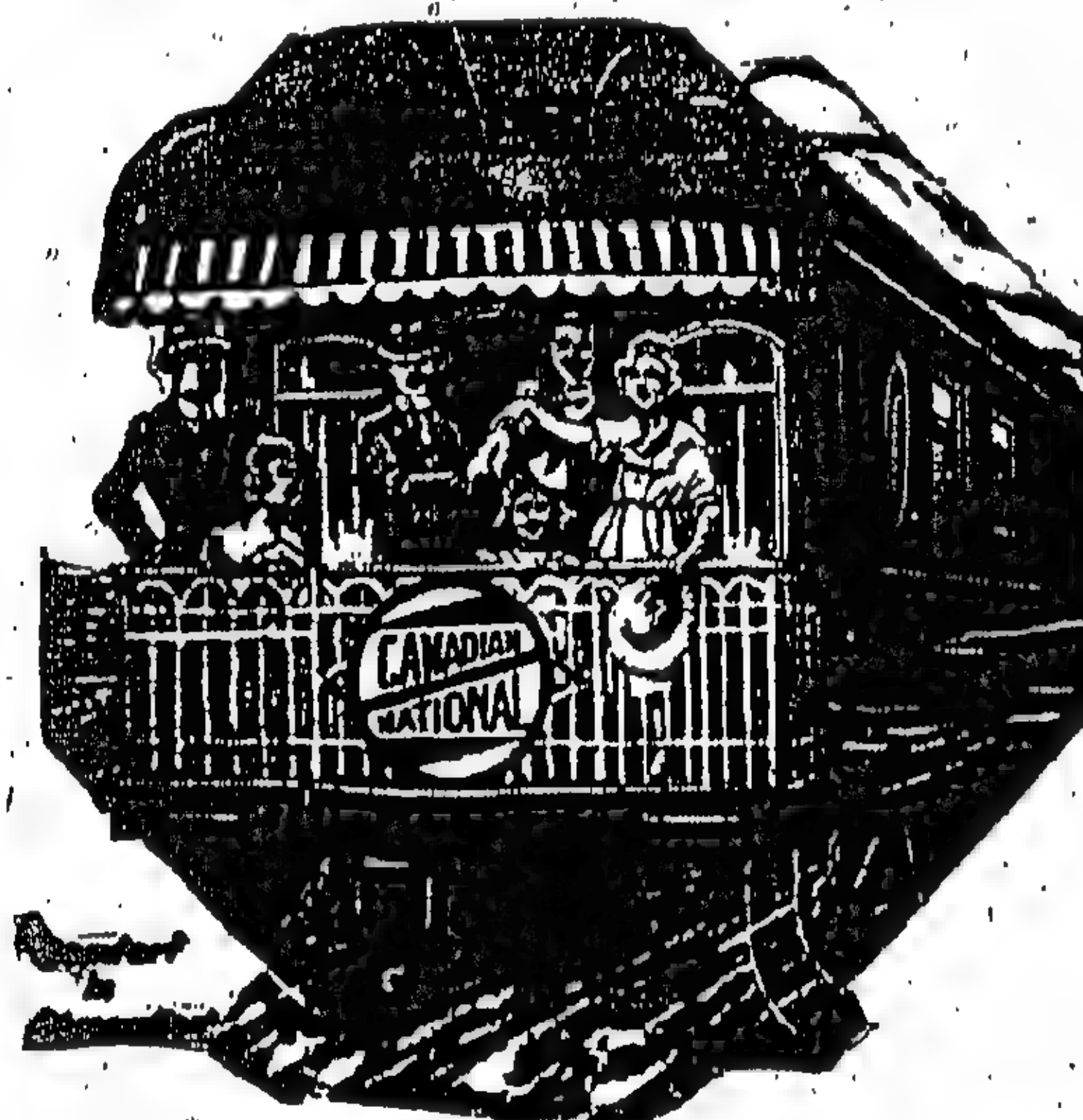
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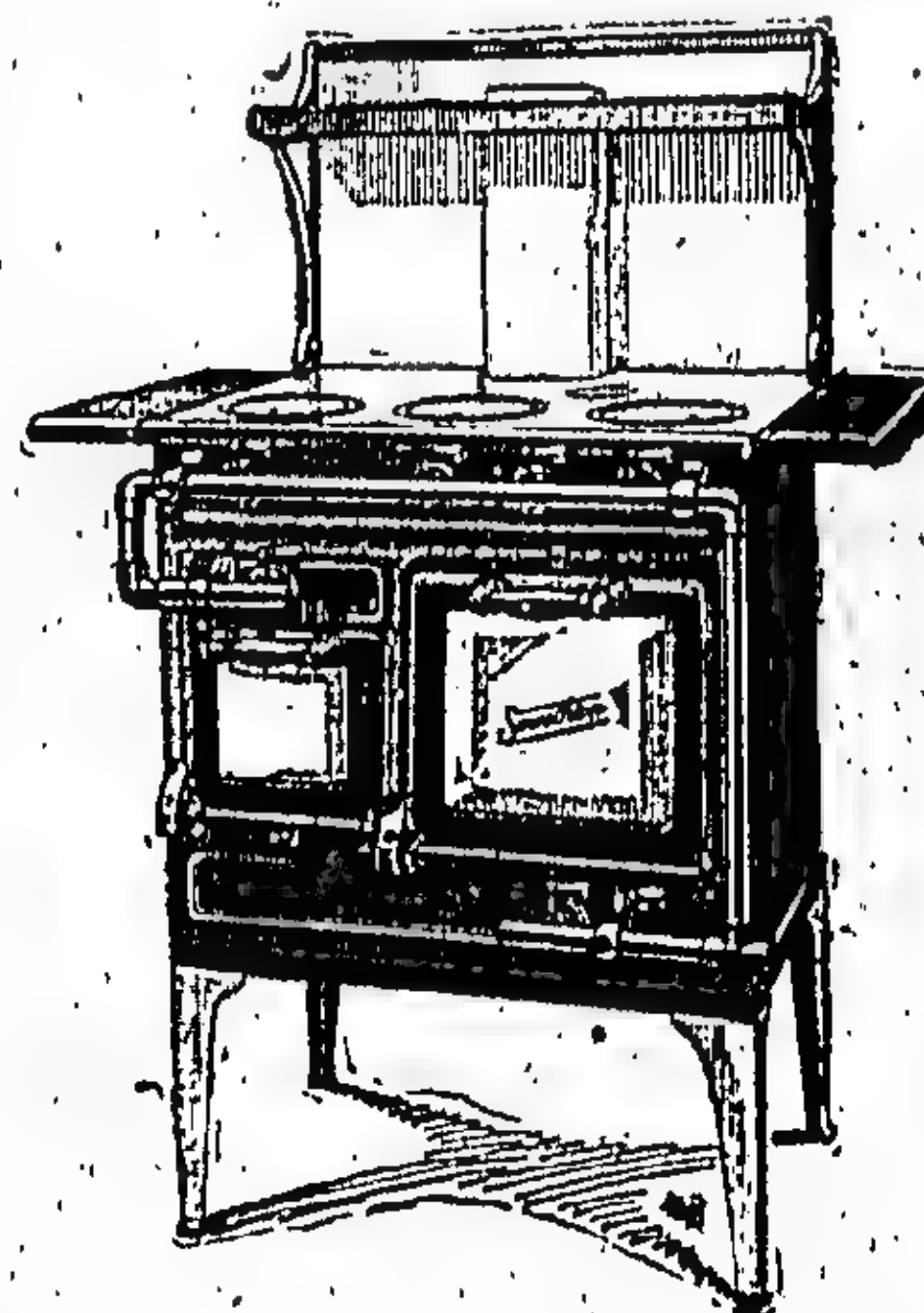
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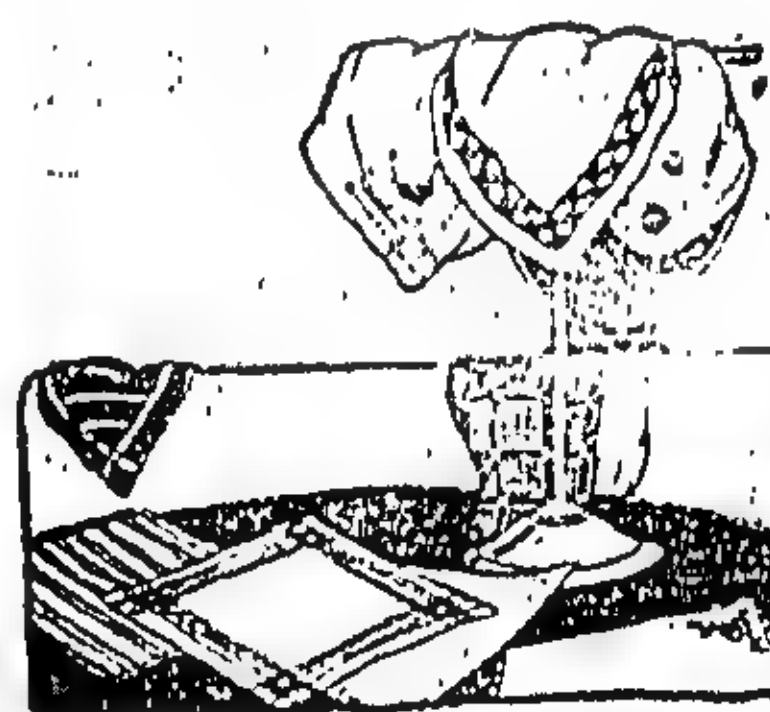
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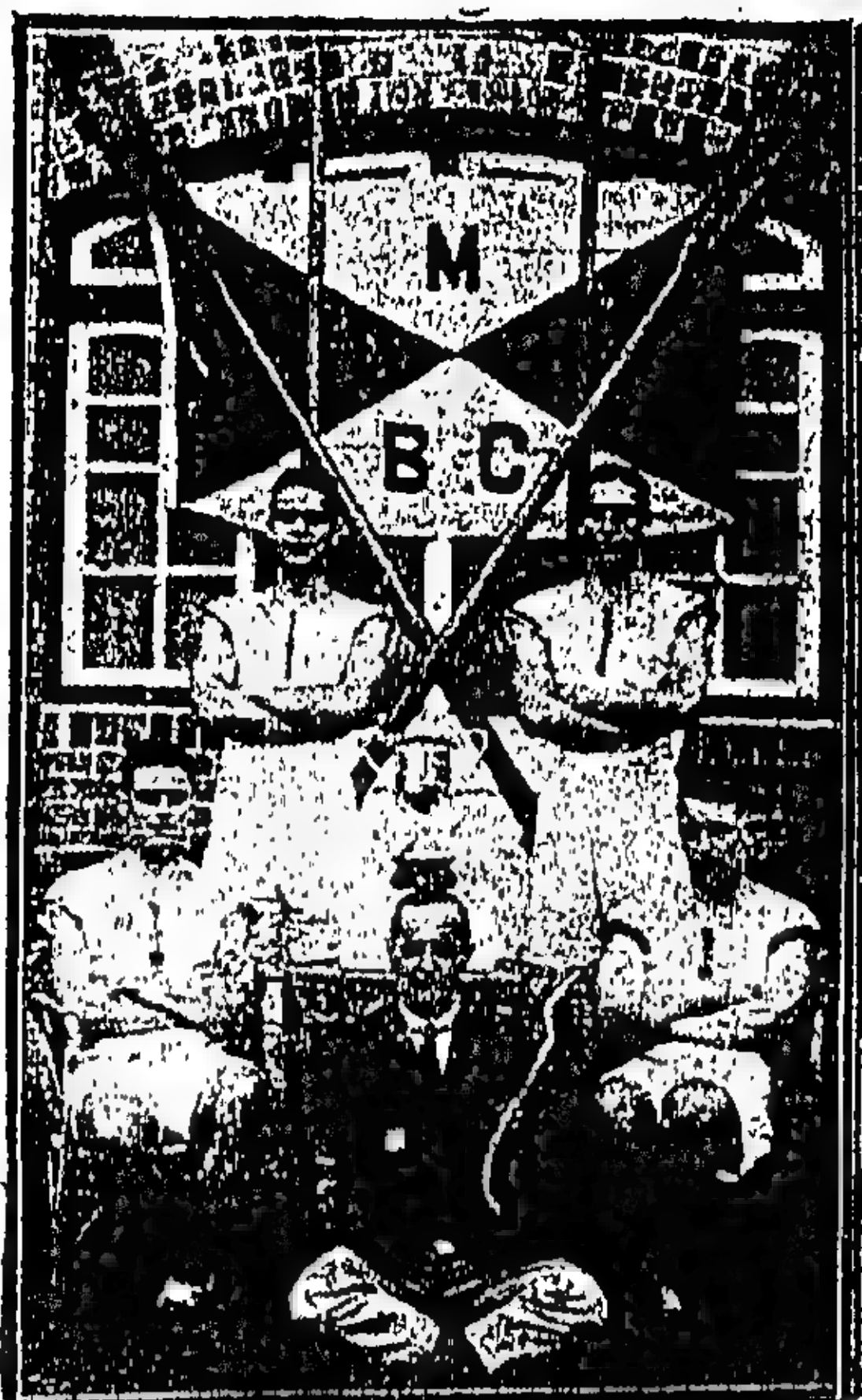
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## CAMERA NEWS



INTERPORT OARSMEN.—Above are the Hongkong-Interport "fours" who recently visited Manila. (Photo: Ming Yuen).



CLASSIC DANCER.—Miss Nordau holds the honour of being one of the best as well as most beautiful dancer in Europe. Her classic interpretations have made her known throughout the continent.



INTERPORT "EIGHTS."—These are the Interport "eights" who represented Hongkong in Manila. (Photo: Ming Yuen).



VISITING ADMIRAL.—Admiral Thomas Washington, Commander-in-Chief of the U. S. Asiatic Fleet, is here seen inspecting the guard of honour from the Surrey Regiment on his arrival in Hongkong. (Photo: Ming Yuen).



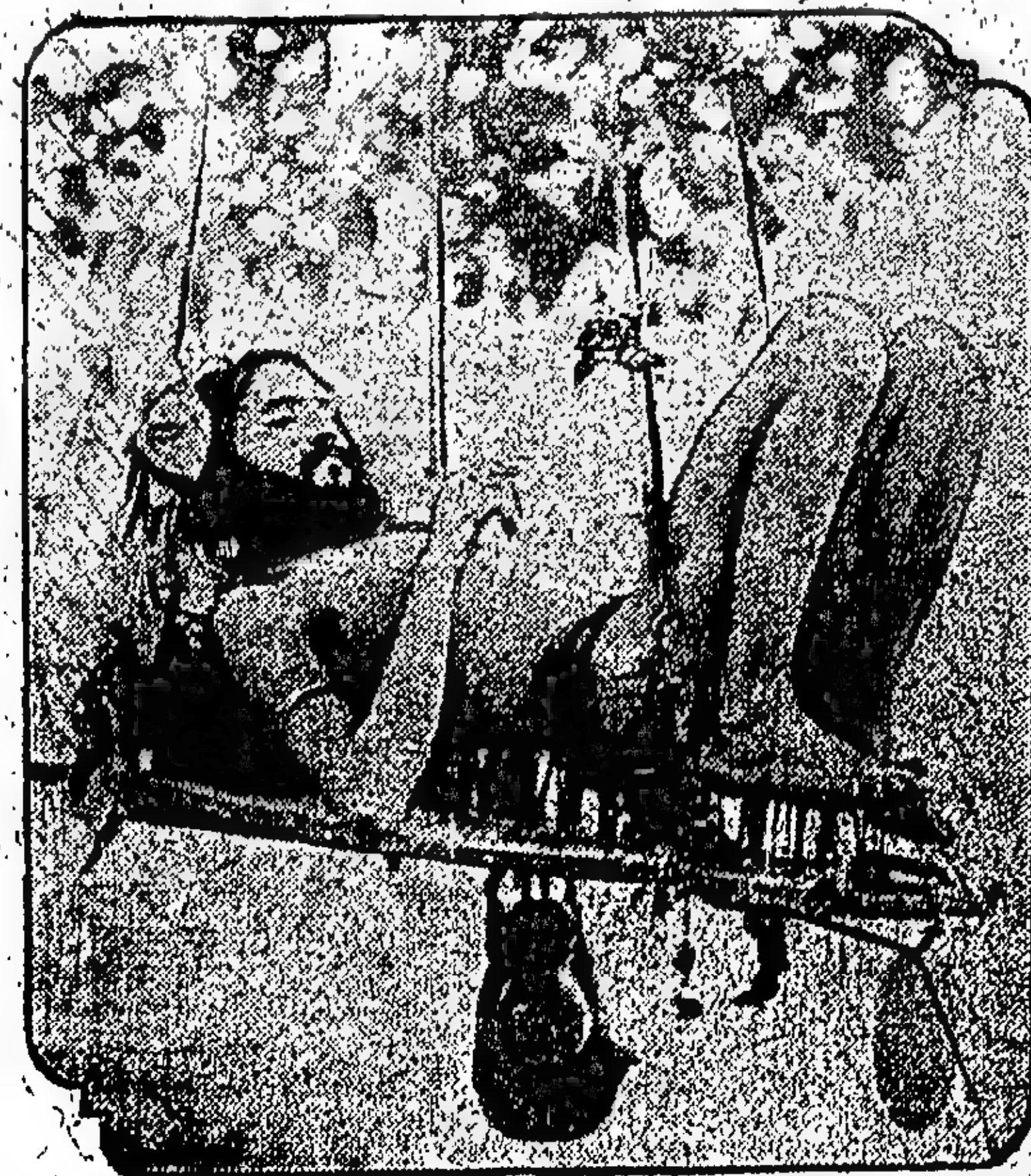
TAKING THE SALUTE.—Here Admiral Washington is taking the salute on making his official landing at Blake Pier. (Photo: Ming Yuen).



HONEYMOON ON DESERT.—Prince Ferdinand of Leichenstein and his bride, formerly Miss Shelagh Brunner, whose wedding was a brilliant function in London, have started on their honeymoon, a camel jaunt over the Sahara desert.



ENGAGED.—Three girls in the American embassy in Berlin are engaged to British officers. Here is one couple, Miss Frances Wahlsted and Captain S. B. Cochrane.



SUFFERING.—His hammock is a board through which nails have been driven and is swung by a rope pulled by a servant. He is represented to be a Sadoo, or Hindu holy man, suffering on his bed of spikes as a penance.



## RIDING COMFORT.

## SUBJECT FOR DEVELOPMENT.

Riding comfort and economy in the use of fuel are the main subjects for development by auto engineers of the country, according to review of the research activities under direction of the American Society of Automotive Engineers.

Improvement in the riding qualities of automobiles has long attracted the interest of auto engineers. Out of this topic has come numerous devices and ideas for greater comfort to the auto passengers. In the search for improved methods along this line they have gone to steamship and railway companies for lessons from their experiences in improving the comfort of their passengers.

In its fuel-research work, the society has had the co-operation of the American Petroleum Institute, the Bureau of Standards and the National Automobile Chamber of Commerce. It has been their dominant idea to look forward into the future outcome of fuel use.

## DILUTED OIL.

Dilution of crankcase oil has been part of this fuel research

that increased crankcase dilution has resulted in lower fuel volatility, greater difficulty in starting and considerable waste in driving.

The water cooling system has also presented itself as part of the fuel problem, since it has been found that the temperature of the water jacket has a marked influence on the rate of crankcase dilution. Indirectly, it means greater waste, not only in fuel but in the wear and tear of the engine parts.

## ROADS TESTED.

Besides these problems, the engineers have been studying various phases of highway construction and use, especially in relation to wear and tear by heavy trucks. The Bureau of Public Roads and the Rubber Association of America have been co-operating with the society in this work, and tests have been conducted by these organizations at Arlington, Va.

Other projects undergoing research by the society engineers include truck transportation costs, tyre design and air contamination by automobile exhaust gas. The last two subjects, once mastered, promise increasing comfort and relief to automobile riders and motorists.

## A BRITISH LIGHT CAR IN JAPAN.

The following account of an A.C. owner-driver's experience of mountain touring in Japan has been passed on to us by Mr. S. F. Edge, the governing director of the A.C. Company.

This is the story of a trip made in an A.C. Sports model, one of England's most popular light cars, from Osaka, via Yagi, Hase, and Haibara, over the hills to Yamade Isse. From there the journey was up through Tsu over the Kabuto Togo to Otsu, and back to Kobe through Kyoto, Kameoka, and Ikeda—a very romantic ride for a vehicle that originated in workaday England.

Sunday morning was very fine, and a visit was paid to the temple at Hase, No. 8 of the thirty-three holy places. Light rain began to fall about nine, but it cleared up and a start was made by the steep grade up the pass. An altitude of 1,080ft. was noted at the top, and then the rain began again, and continued "off and on" till nightfall.

THE EVER PRESENT FORD. From Haibara the hill scenery was very fine, and the road, although winding and narrow, had a fairly good surface. The next height noted was 2,180ft., and the road dipped down for a stretch, but rose again to 2,210ft. at two places. Many very sharp bends called for careful driving, particularly when passing the country carts and when meeting Fords which came round corners without the slightest warning, taking no notice of a Bosch horn that carried for miles. For long stretches the road runs beside the river, gradually getting down till the level is reached at Shindo, where the width and also surface improve, and a better speed is possible. It was getting dark when Yamada was reached, and the Gonkai Hotel. The mileage from Osaka, was 112.

Returning the next morning, the same road was followed as far as Matsuzaka, but from there we kept straight on to Tsu, a long, straggling town, where some difficulty was found on account of streets being torn up for cable laying. Clearing the town by the Seki road, open country was soon reached, and a halt was made for tiffin in very pretty pine wood on slightly rising ground, commanding such a delightful view all round that close on two hours were spent before restarting.

Soon Seki could be seen across the level fields, and was reached by a steep grade surmounted by a torii, passing under which a sharp turn left brought us to the long, narrow village street, with hardly room for more than one-way traffic. At end of the village that road leads up the Kabuto pass, gradually climbing up amid striking hill scenery. The road is narrow, but with a fair surface, and crosses the river several times,

now on one side of the valley, now on the other, and also plays hide and seek with the railway track for some miles.

Passing through the picturesque village of Kabuto the road climbs to about 1,000ft. Two men working on the hillside shouted, and came running down to meet us, and told us that the road was quite impassable a little farther on, and that we should have to turn back. However, an inspection showed that the break was not quite hopeless. There had been a landslide, and about 20ft. had sunk nearly a yard. By filling in some stones and grading off the sharp edges of the break, we were able to get the car over under its own power.

On the other side of the pass good time was made through Kamiteuge, Ohara, and other villages to Mikuhio. Rain began at 5 o'clock, and the side curtains were fixed just in time, as it came down violently for about fifteen minutes and then suddenly stopped. Near Ishibe the road was up for cable laying, open holes, heaps of stones, and huge iron manhole covers calling for careful navigation. A few miles of better road, and we reached Kusatsu as darkness fell.

## TORN UP ROADS.

From Kusatsu the road was in a frightful state owing to cable laying. The recent rain had not improved matters, and the car slithered and skidded through a sea of mud. Many open excavations, taking up half of the already narrow road, left only bare room to get past. Just before reaching Otsu we came to two big army cars, the leading one being badly stuck. Fortunately our A.C. owner carries a rope for such emergencies, and we attached that to the dumb irons, and persuaded some of the onlookers to tail on. The military seemed doubtful about the proceeding, but were profuse with thanks when the car was safely hauled out. For our part we were doubtful whether those two cars got to Kusatsu that night, for they had far worse places to get through in the next mile or two.

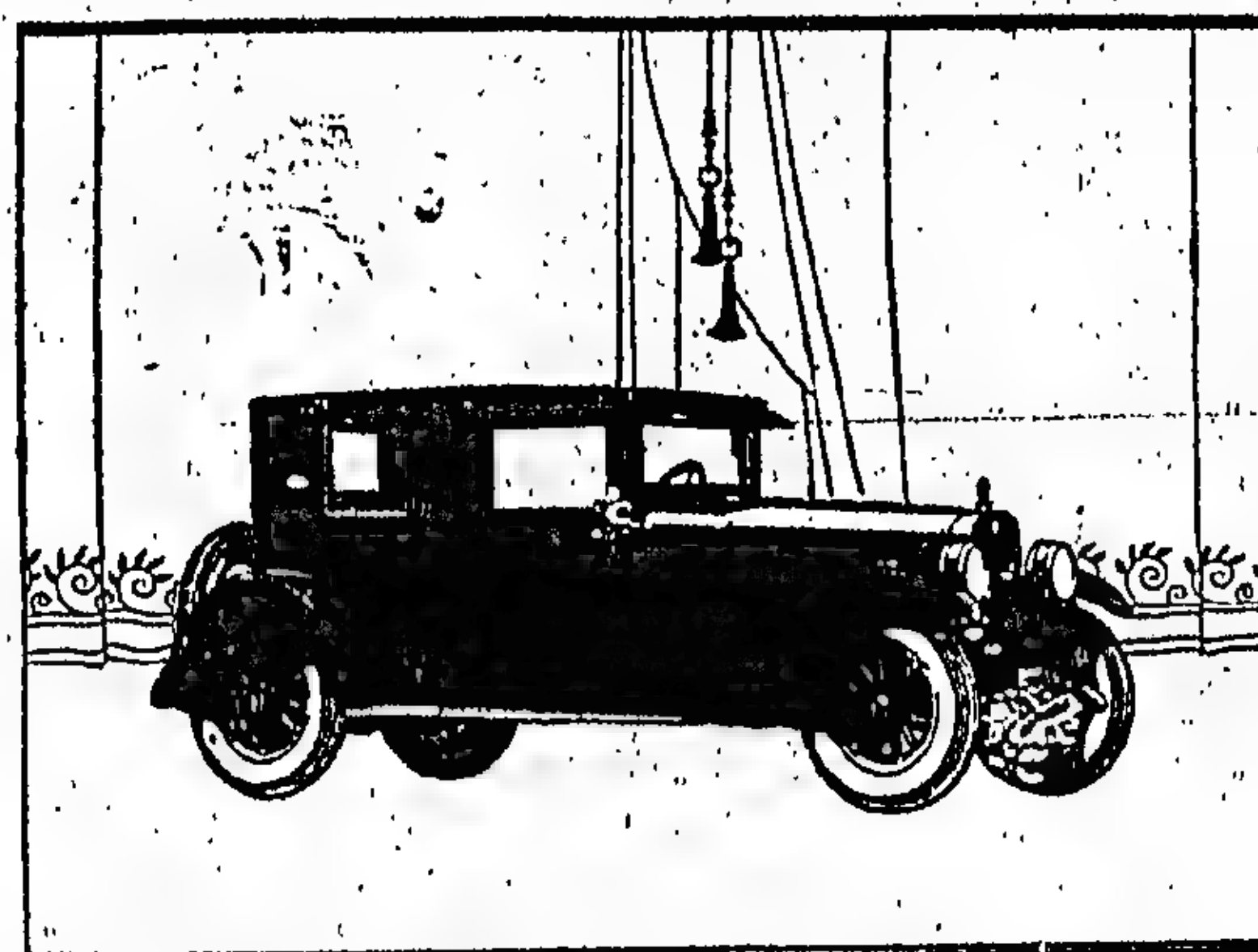
Passing over the famous Seta on Karahashi, a stop was made for the night at Zeze, on the shore of Lake Biwa, where very comfortable accommodation was found in a very old-fashioned hotel right on the water's edge. The day's run was 84 miles. There were various reasons for a late start on the last day of the trip, but one may be mentioned. One member of the party had a pair of curling tongs in his kit, and took great care over putting a marcel wave on his front hair. A short run brought us to Kyoto, and as it was a holiday the city was en fête, with many maidens abroad in gala attire, a possible excuse for the marcel wave.

The road to Kameoka, was rather unpleasant by reason of certain carts for the first few miles, but we ran past them and soon reached the open country. Passing through Kameoka we took the road to Ibaraki and Ikeda, turning to the right after two miles (the Ibaraki road going to the left). Then up a narrow stony road which presently became a very steep grade, very rough surface, with patches of heavy clay and many abrupt bends. Passing under a big torii after about 2½ miles of strenuous climb, 1,080ft. was noted, and then the road dipped a little, and the surface was better. For the next two miles the grade was not so severe, and the smoother going allowed top gear. The top of the pass was 7¼ miles from Kameoka, and the elevation 1,220ft. The road down on the other side was pretty rough in places, and very narrow. Reaching Ikeda we had to go very slowly through the narrow street, congested with traffic, but after crossing the river we found clear road through to Nishinomiva, where the Kobe-Osaka road was joined. After the country roads this seemed wide in comparison, and as it was a holiday there was not the usual amount of car traffic, so good time was made in Kobe.

There are 43,588 motor vehicle dealers in United States.

In 1907 only chassis and body were sold by motor manufacturers.

The spark should be advanced as the speed of the car increases.



## "The World's Greatest Buy"

Everyone Says It—Sales Prove It

Hudson is not called "the World's Greatest Buy" for today alone. That is acknowledgment of ten years' constant refinement of a great car around the famous patented Super-Six principle. The largest production of 6-cylinder closed cars in the world give it unequalled value advantages.

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**HUDSON COACH \$4,000**

5 PASS. SEDAN \$4,800 7 PASS. SEDAN \$5,000

THE DRAGON MOTOR CAR CO., LIMITED.

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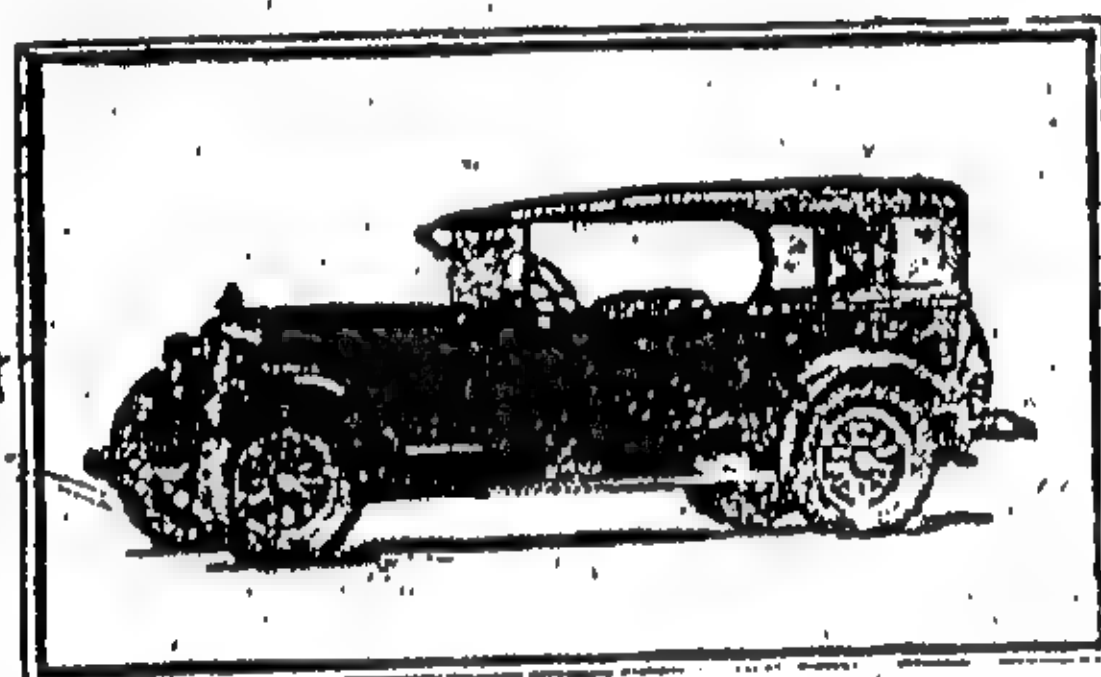
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1925 MODELS NOW IN STOCK

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WHY envy the other man's car and wonder how he keeps the engine running smoothly, quietly, "full er pep"? He simply had us remove the aches and kinks. Since then—no trouble at all.

When we say "she'll work O.K. now," SHE DOES. Our guarantee covers that. So if you're tired of vexations and troubles and excessive repair bills—just drive your car over to—

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Owners express surprise that a car so powerful and spirited as the Buick Six operates so smoothly and quietly. Such outstanding performance explains why the car is winning and holding the good will of all who buy it.

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You'll lose nothing on time—you'll gain in punctuality and all this at less cost than Richsha or Bus fares. Its worth considering in Hongkong or Kowloon.

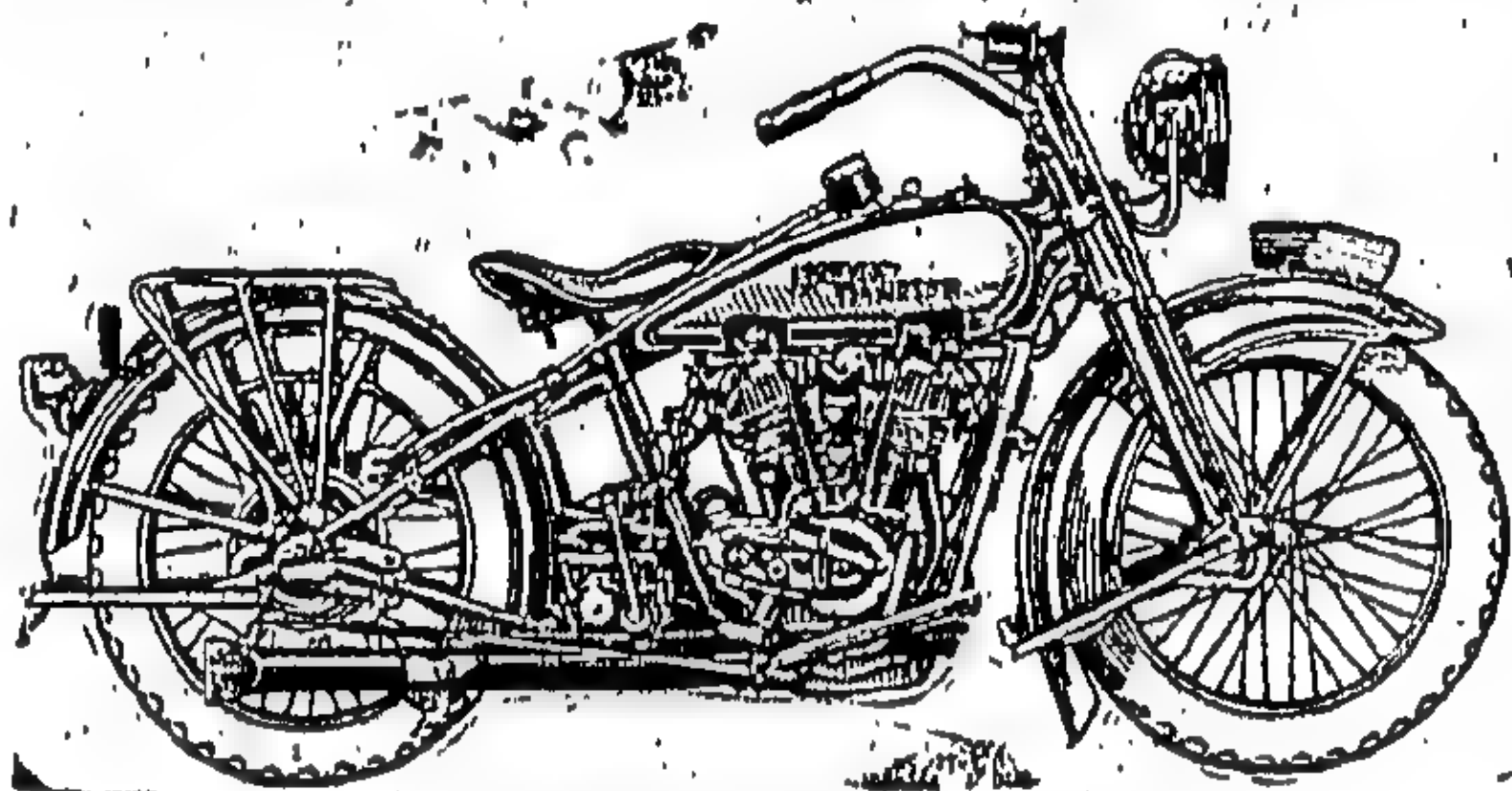
The mighty miniature in your garage ensures satisfaction and provides economical and reliable transportation.

£169.0.0.

SOLE AGENTS:

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THAT'S IT—THE 1925 HARLEY.



The pride of motorcycle achievement.  
A new machine at a new price.

Model 61—Standard equipped with magneto, presto-light, lamp, luggage carrier, pump, tools horn, and speedometer, ready for the road.....\$775.00  
Model 74—Standard equipped same as above.....\$825.00  
Model 61—Electric. Ready for the road.....\$825.00  
Model 74—Electric. Ready for the road.....\$875.00  
Sidecar, Single passenger.....\$240.00  
Sidecar, Double passenger.....\$300.00

ASK ME TO POINT THE 27 NEW IMPROVEMENTS.

GASCON'S MOTOR HOSPITAL.

2, Kwong Wah Road (opposite the Steam Laundry) Kowloon. Phone K. 1242.

Note:—Don't let the cost trouble you if you cannot afford to pay cash, come in and see me to arrange payment by instalments, easy and within reach of everybody who is craving for real life in the open this Summer.

So don't wait until To-morrow for it—be too late, only a limited number of machines will soon arrive as first shipment. Come and let me have your name. First come first served.

A. GASCON.

AGENT FOR THE NEW 1925 HARLEY DAVIDSON.

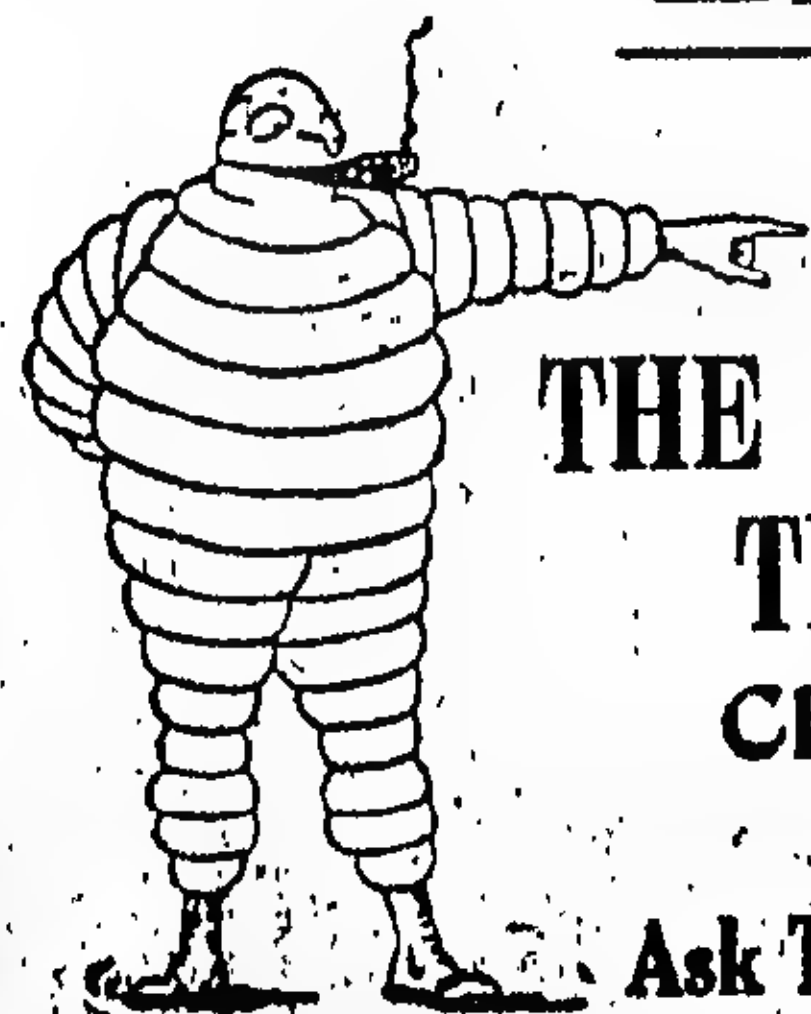
## MICHELIN TYRES

OFFER YOU THE  
MAXIMUM

SERVICE

AT THE  
MINIMUM

EXPENSE



Full stocks carried by  
THE EUROPE-ASIA  
TRADING CO.  
China Building

Ask To See The Balloon Tyres.

### COUNTERFEIT PARTS.

#### A NEW FORM OF PIRACY.

Assuming that the public is entitled to know what it is buying, especially when such purchases involve the possibility of accident or continued dissatisfaction, Dodge Brothers have again asked their dealers to warn motorists that the market is flooded with counterfeit service parts of every description.

Some of these parts, it is said, are represented as genuine. In other instances, the purchaser is led to believe that the counterfeit part is exactly the same as the genuine, even though it is not manufactured by the building of the car on which the part is to be used to replace another part. Dodge Brothers contend that the buyer is the victim of misrepresentation in either case.

The results of a long series of tests in the Dodge Brothers laboratories indicate that the motorist is not only fooled, as a general rule, when he pays out good money for counterfeit parts, but that he sometimes places himself in actual danger.

For example, a genuine Dodge Brothers rear axle shaft withstood six complete turns in a twisting test, while the best of several counterfeit shafts withstood only 1 1/4 turns. Again, a genuine steering knuckle bolt bent almost double, without breaking, when put under tremendous pressure. When the same test was applied to a counterfeit knuckle bolt, it snapped in two immediately.

"Such tests show very plainly that it is dangerous to use counterfeit parts," said Mr. Lauritsen of the Dragon Motor Car Company. "The least that can be said for such parts is that they are a source of endless expense and inconvenience to the man who is unfortunate enough to have them in his car. The worst that can be said is that they actually jeopardize the safety of passengers. Every man and woman who ever drove a car can readily appreciate what might happen if a vital part should give way on a hazardous grade, or in a street crowded with swiftly moving traffic."

"Automobile owners can protect themselves against such danger and misrepresentation by having parts installed only by service stations approved by the factory which builds their car. Few outsiders are interested in what you think of your car, or how long it will last, or whether you will ever buy another of the same make. They are chiefly concerned with the immediate profit. The long discount they get on counterfeit parts makes the business attractive to them—until they stop to realize what it may mean to the purchaser."

"The automobile manufacturer is in the business of building automobiles. He makes parts because they are a necessity and a convenience to his patrons. But he makes them as well as he knows how, because he realizes that it is absolutely necessary for him to have the car owner's good will if he is to remain in business. One of two defective minor parts even though not important in themselves might easily cause an owner to condemn the car as a whole. This is what the manufacturer tries to avoid. That is why he builds his service parts with the same conscientious care that is put into the building of the car itself."

### NOVEL REGULATION.

#### PEDESTRIANS AS TRAFFIC POLICE.

Pedestrians in Los Angeles are their own traffic policemen. Whenever a pedestrian wants to cross a street at a corner where there is no traffic policeman, all he has to do is hold up his hand, palm out, and across!

Motorists have to stop at this signal. That's the law, according to the new ordinance.

On the other hand, pedestrians must comply with traffic signals and must cross only when the signal permits them.

The new ordinance also makes it unlawful to pass a street car within 100 feet of a street intersection. This, and a rule that motorists must stop when a street car stops, even at safety zones, although they may go ahead through the zones, without waiting for the car to start, are being observed carefully by authorities to see what effect it has on traffic.

Traffic authorities, however, expect it to result in a more regulated traffic system than has prevailed in the city.

### AMERICAN MOTOR NOTES.

#### BY A SPECIAL CORRESPONDENT.

During 1924, 3,650,000 cars and trucks were produced in the United States. Of these 3,280,000 were cars and 370,000 trucks.

This is a ten per cent. decrease as compared with 1923, but a 38 per cent. increase over 1922.

Of the total number of cars produced, 1,300,000 were closed cars. This is 30 per cent. of the total number.

The total wholesale value of the cars and trucks produced was \$2,279,096,000.

The average retail price of automobiles, sold in 1924 was \$814.

There were during 1924, 3,105,000 persons employed in the motor vehicle and allied lines in the United States.

There are at the present time approximately 17,000,000 registered cars and trucks in the United States.

Throughout the world there are 19,500,000 registered motor vehicles.

Eighty-seven per cent. of all of the cars in the world are in the United States.

There are in the United States 455,000 miles of improved highways. The total miles of highways in the country is 2,941,294.

Seventy per cent. of all the rubber used in the United States is used by the automobile industry.

During 1924, 6,029,000,000 gallons of gasoline were consumed by motor vehicles in the United States.

Ten per cent. of all the motor cars manufactured in the United States are exported. During 1924, 380,000 cars and trucks valued at \$265,000,000 were exported. This is a 15 per cent. increase over 1923.

In the United States there are 50,512 car and truck dealers, 59,989 public garages, 67,828 service stations and repair shops and 64,233 supply stores.

Production of passenger cars and motor trucks in November totalled 222,127, according to figures compiled by the Department of Commerce of the United States Government. This compares with 313,024 units in November of 1923 and 289,370 in October of this year.

Passenger car production amounted to 195,279, compared with 257,915 in October, a loss of 62,636.

Truck output totalled 26,848 compared with 31,455 in October.

Of the total motor cars in the principal countries of Europe the most recent figures indicate the following percentages are American cars:

France	56 per cent.
England	34.5 "
Italy	17.4 "
Germany	6.3 "
Belgium	51.3 "
Austria	12.8 "
Denmark	92.5 "
Norway	97.2 "
Poland	68.4 "
Portugal	66.0 "
Spain	71.2 "
Sweden	95.7 "
Switzerland	19.1 "
Holland	82.2 "
Czecho-Slovakia	9.0 "

It is predicted the percentage of Germany and Czecho-Slovakia will increase heavily in the next two years.

In 1914 there were 569,045 motor cars in the United States and 107,000 in France. Ten years later there are nearly a half million cars in France and nearly 17,000,000 in the United States.

Considering the size of the two countries it is really surprising the progress France has made. The people of France invested 1,000,000 francs in 1908, 123,000,000 in 1914 and in 1924 it reached the billion mark.

Six thousand miles of concrete highways were constructed in the United States during the past year, and 3,000 miles of paved city streets.

#### NEW MOTOR COURSE.

A \$500,000 motor speedway is planned to be built at Laurel, Md., midway between Baltimore and Washington. The first race there may be held July 4.

#### BIG LONDON TUNNEL.

One of the schemes to relieve traffic congestion in London is the construction of a \$15,000,000 tunnel under the Thames, stretching two and a half miles. It would deflect a large amount of traffic from the London area.

#### MAYBACH ENGINES.

The new 5,000,000 cubic foot Zeppelin planned for construction at Akron, O., is to be equipped with Maybach motors—high speed, heavy-oil engines. The engine, of German design, is based on the Diesel plan.

### ONE OF AMERICA'S MOST POPULAR SEDANS.



The above is a photo of "Dodge Brothers" Special Type "A" Sedan, which is a Luxurious Car at a surprisingly moderate price.

### INCREASE IN BUSES.

#### OVER 53,000 IN USE IN U.S.A. AND CANADA.

Washington, D. C. February 19.—Buses and motor vehicles for bus use built and placed in service last year numbered 12,500, according to the motor truck committee of the National Automobile Chamber of Commerce. These new vehicles bring the total number of buses in service in the United States and Canada to 53,000, the increase in 1924 being approximately 25 per cent.

The majority of the buses are being used by independent common carriers, but they are rapidly being pressed into service, the committee points out, by electric railways, schools, hotels, real estate firms, department stores, factories and railroad terminal companies.

### POINTS TO REMEMBER.

#### EXAMINE THE OIL FROM YOUR ENGINE.

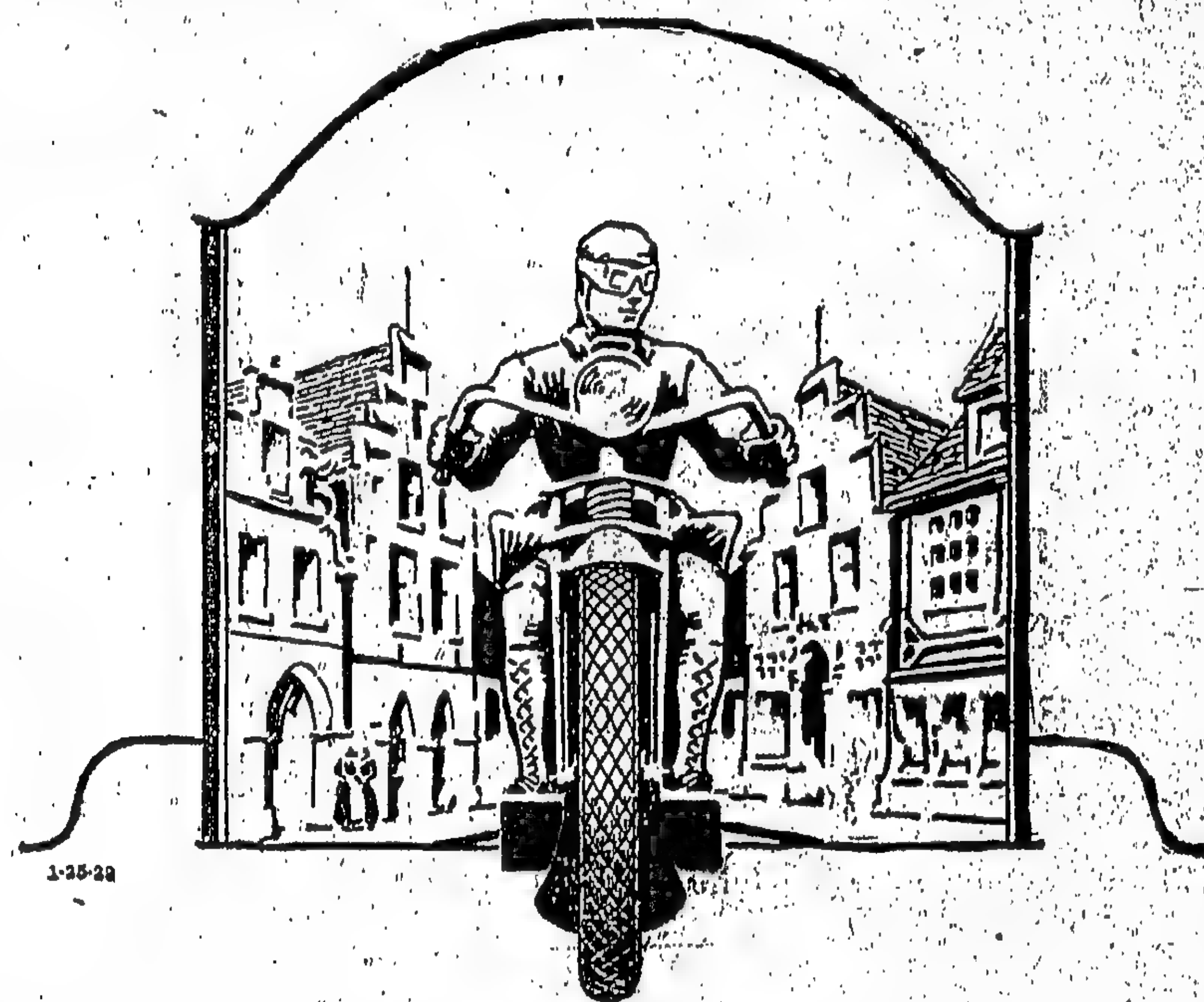
Always examine the oil that has been drained from the engine. It will give you some idea of the condition of the engine. If it is very thin, and you have not exceeded the 500 mile limit on the one filling of oil, either the engine needs new rings or you are using the choker too much. If the car is fairly new you can usually discount the first possibility. Excessive choking, if that appears to be the more logical cause, is the result of an improper carburetor mixture. There is also the possibility that you are not using the right grade of oil, or good oil.

If you have run the car little too fast in "second," so that it will be difficult to shift to "high,"

try speeding up the engine while going through "neutral." The clutch should be engaged while giving the engine gas, but it should be disengaged as usual before completing the shift. This will usually save a clash of gears when starting away down a grade. The easier your clutch works the less chance there is for having a wheel spin around on the ice or snow chains. The clutch needs to work when trying to start away without smoother in Winter than in Summer.

#### POPULAR TOURS.

National parks are becoming more and more of an attraction to motorists. The number of sightseers at Yellowstone last June increased 125 per cent. over the number of visitors in June, 1923.



## ANNOUNCEMENT EXTRAORDINARY!

### A GOODYEAR MOTORCYCLE BALLOON TYRE

No announcement made in the motorcycle industry in the past several years has created quite as much enthusiasm as the new Goodyear Motorcycle Balloon Tyre, size 27 x 3.85.

This new Motorcycle Balloon is, as the illustration shows, a real balloon tyre in every particular.

The All-Weather Tread blocks, extending well down the sidewall, ensure the utmost safety for the motor-cyclist in turning corners at high speeds, and enable him to take his machine out of ruts and over

tram lines with a minimum of effort. Probably the most important feature about this new tyre is the development of a special improved bead designed in such a way that no flap is required, and the danger of tube pinching is eliminated.

This new balloon tyre can be used on any motorcycle now using either 26 x 3 or 27 x 3 1/2 rims, if there is sufficient clearance between forks and wings.

Equip with Goodyear Balloon Tyres next time and ride with the utmost safety and comfort.

Goodyear Means Good Wear

**GOODYEAR**

MOTORCYCLE BALLOONS

MADE IN CANADA

DISTRIBUTORS

Alex. Ross & Co. (China) Ltd.

BANK OF CHINA BUILDING,  
HONGKONG.





**REAL CREAM**  
DELICIOUS  
with  
FRUIT  
SALADS

# WOMEN'S INTERESTS

**SAFE CREAM**  
Because  
it's  
STERILISED  
and  
GERM FREE



MRS. CHARLES CARROLL GLOVER



MRS. JAMES W. WADSWORTH JR.



MISS NATALIE HAMMOND



MRS. FREDERICK H. GILLETT



MRS. PHILIP SHERIDAN



MISS ALISA MELLON

All Washington society today awaits the evening for the opening of a ball arranged by certain charity organizations. It will be a colourful affair, a costume ball, which should bring out the wonderful creations of high priced designers.

In preparation for this great ball Washington's hair dressers have become students of history, and fashionable beauty parlors along exclusive Connecticut avenue for weeks resembled art galleries, with pictures of America's social leaders of all times.

For this ball will afford descendants of old families to parade the family tree. For it is customary for the descendant of a Washington or a Jefferson to dress as did his greatest ancestor at such a ball. WILL BE GREAT GATHERING.

The ball, to be held at the Mayflower Hotel, will result in the greatest gathering of social

celebrities held at the capital in many years.

In hair dress—there will be a Martha Washington or a Dolly Madison, or it may be a Pola, a Van Buren, a Lincoln, a Sheridan, or some other period.

Mrs. Charles Carroll Glover, one of the capital's most beautiful women, will have a head dress of the beloved Dolly Madison,

while Miss Caroline Chamberlain, debutante daughter of Maj. Gen. J. L. Chamberlain, will have a head dress of Mrs. James K. Polk, wife of the eleventh president.

Mrs. Frederick H. Gillett, wife of the speaker of the House, soon to be a senator, will appear as charming Martha Washington, this head dress being typical of the times of our first president.

**YOUNGEST HOSTESS.** Miss Alisa Mellon, daughter of the secretary of the treasury, Washington's youngest official hostess, will have a head dress of design worn by Mrs. Martin Van Buren, wife of the eighth president.

Mrs. Philip Sheridan, widow of General Philip Sheridan, outstanding hero of the Civil War, will appear in the same head

## NOTES FROM PARIS.

The shoulder yoke will be one of the features of the spring fashions. It figures on all the new models, and is certainly an improvement. Dresses with yokes set better than those without, and a yoke adds a line of grace to shoulders and neck. So far, these yokes are tiny affairs, that are more like shaped bands than the deep, cumbersome things of former years.

Another feature of the coming season will be the gradual disappearance of the sleeveless dress. All the new models are fitted with sleeves. True, they are small, unobtrusive affairs for the present, but they represent the thin end of the wedge. Sometimes the sleeves are puffed, sometimes plain and finished with a binding put on the cross, and sometimes they are a little wider and slit down the outside, so that the flaps fall back to reveal the arm underneath.

Evening dresses, in the full sense of the word, will continue to remain sleeveless; it is the afternoon frocks, the dance and little dinner frocks that are rejoicing in the luxury of a tiny sleeve.

Here are two quaint little devices for introducing novelty into a dance frock.

From the shoulders at the back of your dress hang two bands of the same material as the dress, about an inch to an inch and a half wide, looping these, one across the other, just about the waist line, so that the ends, weighted with a tassel or ornament, hang down as far as the hem of the skirt. If you want to vary the ideas, change these bands for silk or metallic cords, and weight the ends with long fringed tassels. The other device is to wear a pair of funnel-shaped cuffs, edged with a narrow band of the same fur or embroidery as that which trims your dress.

## A BEAUTY HINT.

Many women refuse to use a greasy hair tonic because they complain that it makes their hair flat, lank and difficult to arrange. This can be avoided by using a tiny oil-can with a long spout, such as is used for sewing machines. This applies the oil directly to the scalp, and it can be massaged into the roots without being spread over the hair. The treatment will be more effective if the oil is warmed before being applied to the hair roots.



This summer frock illustrates the possibilities of printed and bordered silk. Such a dress requires very little sewing and is quite finished when it has an organdie collar and a sash. The colour scheme here is unusual. The material is black and white and the sash is a lovely sapphire blue.

## HATS OF TAFFETAS.

Taffetas hats, with very little trimming, and made to match the frock with which they are worn, are waiting for the Spring sunshine. There are also combinations of straw and taffetas that are most effective.

Crinoline straw that made such a popular appeal last year is going to be sent forth anew to make gracious frames for young faces.

Suede hats in bright shades will be seen, and a popular feature of the Spring fashions will be the suede hats to match the suede belts accompany simple morning and afternoon frocks.

## DOGS AND FROGS.

The handles of women's umbrellas become more and more fantastic. One of the latest novelties in this direction consists of a life-size frog in white ivory sitting on the side of the umbrella stick.

All kinds of animals, birds and reptiles are being used for "topping" umbrellas, and have displaced the more conventional designs. Gaily coloured parrots,

green-eyed cats' heads, and heads of dogs are most popular.

The dog's head "brolly" is already so much in favour with fashion that a well-known London firm is specialising in "doggy" handles, carved by an artist who has a wide acquaintance with the canine tribe. All varieties of dogs are represented, and some women even go so far as to have their own particular pet dog modelled for their umbrella handle.

## THIS WEEK'S RECIPE.

### GOOSEBERRY TRIFLE.

Required: 1 bottle of gooseberries, 1 gill of whipped cream, 4ozs. of castor sugar, 2lb. of macaroons, 1 pint of custard. Turn the gooseberries out of the bottle into a pan, add the sugar and bring them to the boil. Crush the macaroons slightly; put them into a glass dish, cover with the gooseberry pulp. Make a custard with 1 pint of milk and 3 or 4 eggs, keeping out the whites of two of the eggs. Pour this over the gooseberry mixture and leave until cold. When ready to serve, whip the cream, then whip the whites of the two eggs to a stiff meringue, and stir them lightly to the whipped cream, sweeten and flavour to taste and pile it over the trifle. Decorate with two or three halved macaroons and crystallised violets or rose leaves, or chopped pistachio nuts.

## PERIOD FROCKS.

The period frock is one of those styles which is destined never to vanish from fashion—like gauntlet gloves, for instance, bobbed hair and coloured stockings.

Although the period frock can be becoming to almost every type, it can, in a sense, be very treacherous. Its success depends on the accessories you add to the frock and the details that go to make up the general effect. This is because a period frock can express a wide range of effects, from the romantic, sentimental mood of the Victorian era to the daringly modern mood of Spain, therefore, the details must be made to harmonise, not only in colour and line, but also in spirit with the dress.

Taffetas, of course, is the material for frocks of this kind, although there are to be seen quite charming ones effectively carried out in a heavy type of satinbeaute. Sometimes a bertha of lace is

## KASHA MOST POPULAR.



Natural coloured kasha is made a very attractive background for brilliant embroidery in shades of red, green and black and applied in narrow side panels. The part time sash and the lace collar and red tie give a youthful touch to the whole.

## HERE AND THERE.

The smartest night gowns are almost tailored and are sometimes found with sleeves. Instead of bows we find fastenings hidden under rows of little pearl or self covered buttons.

The most perfect brassieres are being shown for evening wear, made of beautifully cut black lace and finished with shoulder straps of silver chains. Others are made of several thicknesses of chiffon, while stronger still are those of gold or silver tissue laced behind and held in place with narrow tissue shoulder straps.

To be really smart you must have one of the newest coats which look exactly like a man's. These coats are double breasted, slit up the back and trimmed with rows of galalith buttons.

The prettiest combs have appeared for the dancer to carry in her bag: they can be bought in all shades of galalith and some are ornamented with semi-precious stones.

## SILKS FOR THE SPRING.

Silk will play an important part in the new Spring fashions. Already all the big weavers have placed their new creations on the market, and some of these are truly things of beauty and delight. The corded weaves predominate, and are being used by all the big dressmaking houses. The silks include poplin weaves, which are sleek and supple to the touch, heavy Ottomans, and corded silks.

As well as the genuine silks, there is any quantity of the artificial silks to be found among the corded varieties, and this effective-looking fabric can be used equally well in combination with wool, real silk or cotton. There are also a number of rather delightful printed silks about, and these, with printed cotton fabrics, are likely to be "the rage" during the coming season.

## BEAUTIFUL MEXICAN ACTRESS.



Pictured above is Miss Eugenia Zuffoli. She is considered one of Mexico's most beautiful and well-dressed actresses.

## HER COSTUME'S WORTH \$25,000.



Miss Ackson, shown wearing her \$25,000 costume, of pearls which she plans to present to the public with the next edition of the French Follies.

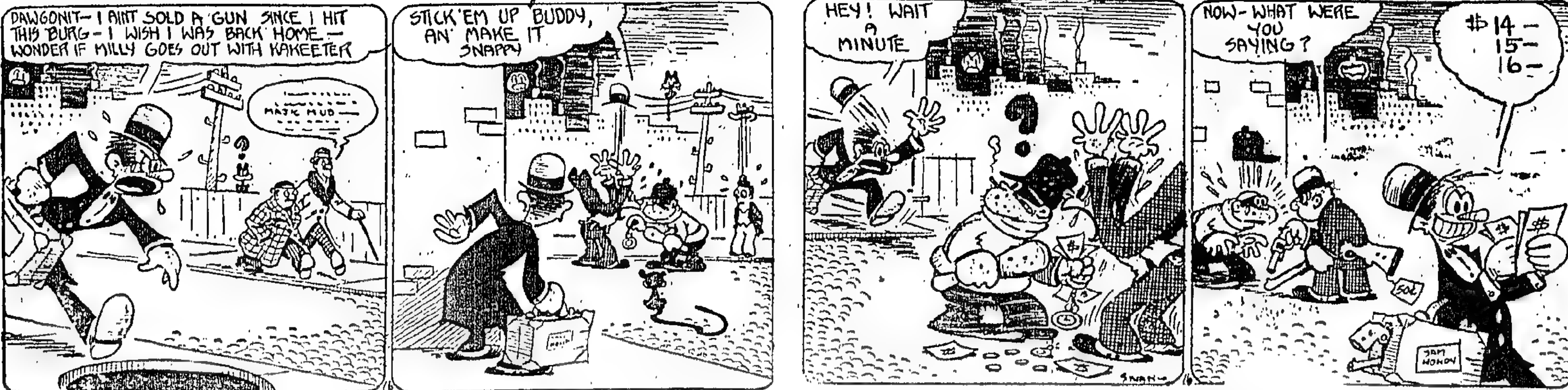


# A PAGE FOR THE KIDDIES.

SALESMAN SAM

Leave It to Sam—A Timely Sale

BY SWAN



## Sudden Chills

lower the vitality of the whole body and pave the way for more serious illness. Scott's Emulsion supplies just the vital extras that health demands.



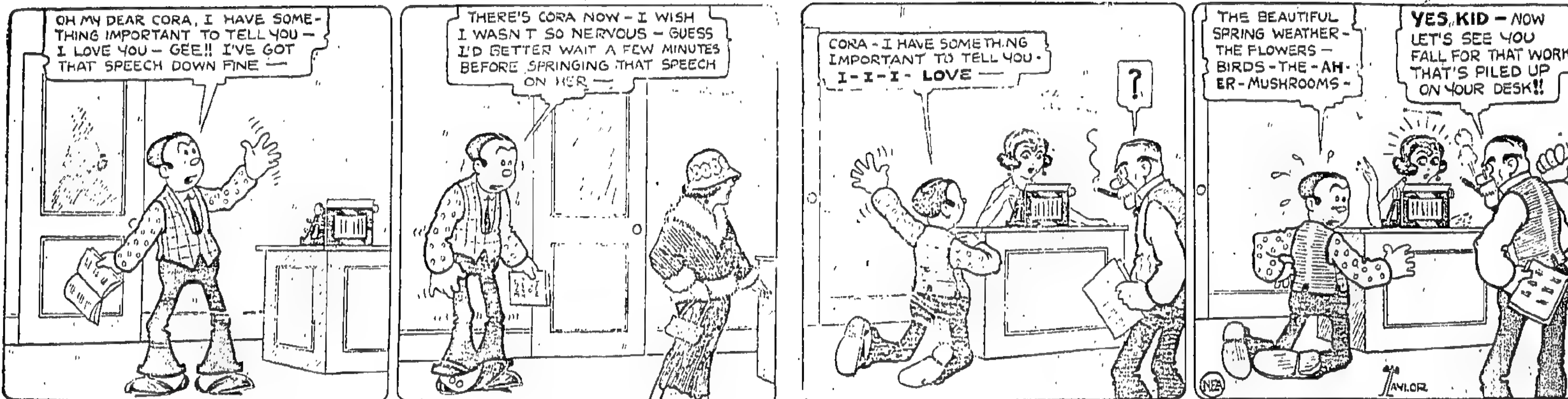
## Scott's Emulsion

It brings health to all.

MO'N POP

Chick Falls Down on the Job

By Taylor



FUNNY STORIES.

ANOTHER SITTING.

Wife—Henry, a fortune teller told me I was going to Palm Beach.

Hub—Call her up again and make a date for me. Maybe she can tell me where you are going to get the money.—*Boston Transcript*.

REWARDED AT LAST.  
Auto Salesman—Now I'll throw in the clutch.

Bored One—Good, I knew if I waited long enough you would throw in something.—*Notre Dame Juggler*.

JUST NATURAL.  
"Liza, you remind me of all the world of brown sugar."  
"How come, Sam?"  
"You are so sweet and unrefined."—*Ohio State Journal*.

WRONG WORD.

Aggrieved person (a cross-word puzzle fan)—That girl in there carries a joke too far. I goes in and says jovial like: "I want a drop of liquid refreshments in four letters," and lumme, she brings me a glass of milk.—*Humorist*.

SAVED IN VAIN.  
"Woman," said the dejected young man, "is a disappointment and a fraud."

"Indeed?" said his friend.  
"Yes I saved up all my tobacco money and lived on porridge for two weeks to take Miss Truelove to the opera and a supper. Then I asked her to marry me and she said she was afraid I was too extravagant to make a good husband!"—*Tit-Bits*.

MONEY BACK?  
Author—When my play was produced the public stormed the ticket office!

Friend—Did they get their money back?—*Tit-Bits*.

MIGHT HAVE TOLD HER.  
The young lady of the house looked sad and ill at ease.

"What's the matter, Evelyn?" inquired her father.

"Well," she replied, "you might have told me that you had painted the garden seat. Fred and I sat on it last night, and Fred got his coat and trousers in a dreadful mess!"—*London Telegraph*.

HOW STUPID OF HER.  
Prue—Her lawyer tells her she hasn't grounds for a divorce.  
Sue—What nonsense. She has a husband, hasn't she?—*Life*.

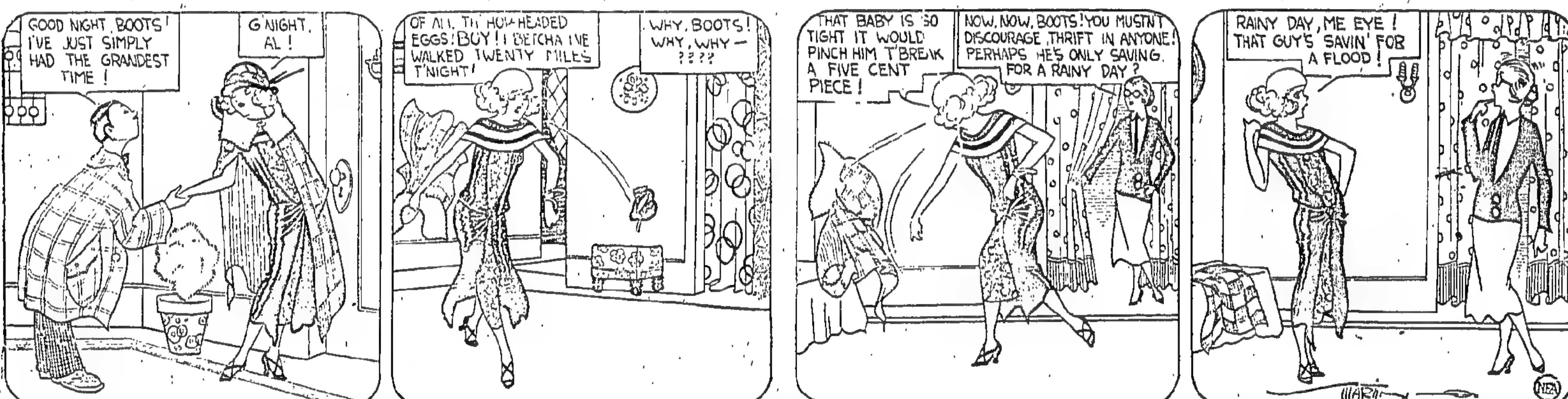
POOR GRADUATION.  
"When I left college I didn't owe anyone a cent."

"What an awful time to leave."—*Harvard Lampoon*.

BOOTS AND HER BUDDIES

Al's Here

By Martin



WASHINGTON TUBBS II

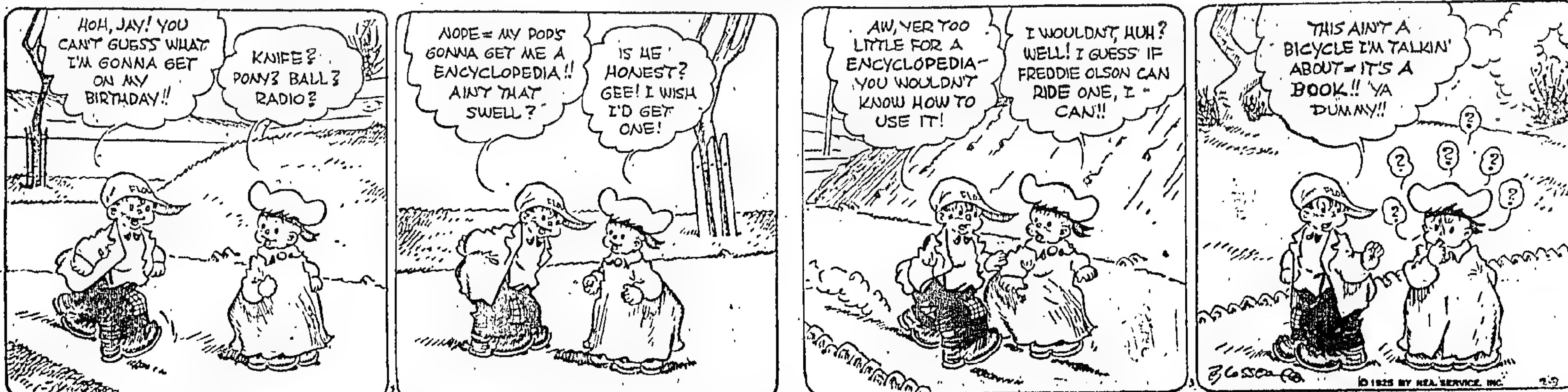
By Craze.



FRECKLES AND HIS FRIENDS

It Sounded Like Something to Ride Any Way

BY BLOSSER



## After Malaria

a regular course of Scott's Emulsion will lessen the risk of a relapse while rebuilding the strength and enriching impoverished blood.



## Scott's Emulsion

It brings health to all.



## SHARE QUOTATIONS.

Stock Exchange.		Sharebrokers' Association.	
Banks.		Banks.	
H.K. & S. Bank	1230	H.K. & S. Bank	1230
(London)	2139	(London)	2139
Chartered Bank	2211	Chartered Bank	2211
Mercantile Bank A & E	2204	Mercantile Bank A & E	2204
Mercantile Bank O	2131	Mercantile Bank O	2131
P. & O. Bank	2111	P. & O. Bank	2111
Bank of E. Asia	100	Bank of E. Asia	100
Marine Insurances.		Marine Insurances.	
Canton	750	Canton	750
China Underwriters	280	China Underwriters	280
North China	140	North China	140
Union	272	Union	272
Yangtze	45	Yangtze	45
Fire Insurances.		Fire Insurances.	
China Fire	200	China Fire	200
H.K. Fire	556	H.K. Fire	556
Shipping.		Shipping.	
Douglas	54	Douglas	54
H.K. Steamboats	374	H.K. Steamboats	374
H.H. Tugs	41	H.H. Tugs	41
Indos (Prof.)	120	Indos (Prof.)	120
Indos Def. Lon/Reg.	120	Indos Def. Lon/Reg.	120
Indos Def. H.K. Reg.	85/	Indos Def. H.K. Reg.	85/
Shells	87	Shells	87
Ferries	171	Ferries	171
Water-boats	255	Water-boats	255
Oriental Navigation	255	Oriental Navigation	255
Refineries.		Refineries.	
China Sugars	66	China Sugars	66
Malayan	61	Malayan	61
Mining.		Mining.	
Benguet Consol.	260	Benguet Consol.	260
Kailan	65/	Kailan	65/
Langkat Combined	271	Langkat Combined	271
Shui Explor. New Issue	6	Shui Explor. New Issue	6
Rauha	330	Rauha	330
Trochus	56/	Trochus	56/
Ural Caspians	8/	Ural Caspians	8/
Docks Wharves, Godowns &c.		Docks Wharves, Godowns &c.	
H.K. Wharves	101	H.K. Wharves	101
K. Docks	121	K. Docks	121
Hongkong Wharves	203	Hongkong Wharves	203
New Engineering	84	New Engineering	84
Shanghai Docks	125	Shanghai Docks	125
Lands, Hotels & Buildings.		Lands, Hotels & Buildings.	
H.K. Hotels (cum ris.)	1540	H.K. Hotels (cum ris.)	1540
Do. (New) Prom.	80c.	Do. (New) Prom.	80c.
H.K. Developments	96	H.K. Developments	96
H.K. Lands	430	H.K. Lands	430
H.K. Realty	390	H.K. Realty	390
H.K. Territories	204	H.K. Territories	204
Humphreys Estate	150	Humphreys Estate	150
Princes Building	150	Princes Building	150
Cotton Mills.		Cotton Mills.	
Ewo Cottons	1185	Ewo Cottons	1185
Oriental	390	Oriental	390
Shanghai Cottons Old	60	Shanghai Cottons Old	60
Shanghai Cottons New	304	Shanghai Cottons New	304
Miscellaneous.		Miscellaneous.	
Canton Ice	7	Canton Ice	7
Cement (cum ris.)	20	Cement (cum ris.)	20
Do. (New) Prom.	85c.	Do. (New) Prom.	85c.
Do. (Com.)	32	Do. (Com.)	32
China Buses	133	China Buses	133
China Light	24	China Light	24
Do. New	19	Do. New	19
Do. (Com.)	32	Do. (Com.)	32
China Providents Old	161	China Providents Old	161
Do. New	9	Do. New	9
Constructions	254	Constructions	254
Dairy Farms	10	Dairy Farms	10
Do. (p.p.)	6	Do. (p.p.)	6
Electric H.K.	65	Electric H.K.	65
Electric Macao	42	Electric Macao	42
Hongkong Ropes Old	10	Hongkong Ropes Old	10
H.K. Ropes (New) Prom.	10	H.K. Ropes (New) Prom.	10
Ropes (Combined)	39	Ropes (Combined)	39
Hongkong Tramways	383	Hongkong Tramways	383
Lao Crawford	19	Lao Crawford	19
Mackintosh	214	Mackintosh	214
Peak Trams Old	22	Peak Trams Old	22
Peak Trams New	8	Peak Trams New	8
Sincere	131	Sincere	131
Taxis	20	Taxis	20
Watsons Old	14	Watsons Old	14
Wm. Powells	14	Wm. Powells	14
Nanyang Tob.	10	Nanyang Tob.	10

Hongkong April 9, 1925.

## SHIPPING NEWS.

The following local shipping and mail intelligence has been corrected to noon to-day:

Impending Departures.			
(Compiled from our Shipping Advertisements.)			
Vessel	Agents	Destination	Sailing
Takung	J.M. & Co.	Swatow	12th Apr.
Leung	J.M. & Co.	Haiphong	12th
Takung	J.M. & Co.	Swatow	12th
Muroran M.	NYK	Rangoon	13th
Laomedon	B.S.	Hankow	13th
Tsuruga M.	NYK	Manila	14th
Tonitara M.	NYK	Yokohama	14th
Kwaiyang	J.M. & Co.	Swatow	14th
Pross Jackson	A.O.L.	Victoria	14th
Talamba	P.O.	Kobe	15th
Kwongkong	J.M. & Co.	Shanghai	15th
Hinsang	J.M. & Co.	Saidakan	15th
Liebau M.	NYK	Panama	15th
Mishima M.	NYK	Yokohama	16th
Mite M.	J.M. & Co.	Calcutta	17th
Sardinia	P.O.	Kobe	17th
Onaka M.	NYK	Yokohama	18th
Karmala	P.O.	London	18th
Heleau	B.S.	Suez	19th
Mingyang	J.M. & Co.	Hankow	20th
Lycan	B.S.	Hankow	20th
Ningchow	B.S.	Glasgow	20th

Impending Arrivals.			
(Supplied by our Advertisers.)			
Vessel	Agents	From	Due Hongkong
Bemali	G.I. & Co.	Singapore	12th Apr.
Em. of Australia	C.P.S. Ltd.	Shanghai	12th
Yoklop	B.S.	Yokohama	12th
Mishima M.	NYK	Manila	15th
Hakozaki M.	NYK	Shanghai	20th
Em. of Asia	C.P.S. Ltd.	Shanghai	21st
Diomed	B.S.	Yokohama	27th
Hakusan M.	NYK	Suez	4th May

Consignees Diary.			
(Compiled from our Advertisements.)			
Vessel	Agents	Goods Stored	Free Claims to be Examined Date
West Jessup	C.P.S.	Kowloon	Apr. 11
West Kader	C.P.S.	Kowloon	Apr. 12
Centric	J.C.J.L.	Kowloon	Apr. 14
Pross Jackson	A.O.L.	Kowloon	Apr. 14
Java	J.M. & Co.	Kowloon	Apr. 15
Agamemnon	B.S.	Hol's	Apr. 17
Mendana	B.S.	Hol's	Apr. 18

**Steamers' Movements.**  
Laomedon for London, Rotterdam and Hamburg left Shanghai 8th inst for this port, due here on 11th. Vessel will be despatched at 4 p.m. on 13th inst.

## BANKS.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE: HONGKONG.  
Authorized Capital - \$50,000,000  
Issued and Fully Paid-up - \$20,000,000  
Reserve Fund - \$2,400,000  
Sterling - \$2,400,000  
Silver - \$2,400,000  
Reserve Liability of Proprietors - \$20,000,000

COURT OF DIRECTORS:  
G. M. Young, Esq., Chairman  
H. P. White, Esq., Deputy Chairman  
B. D. F. Bell, Esq., Hon. Mr. A. O. Lang  
W. H. Bell, Esq., W. L. Patterson, Esq.  
A. H. Compton, Esq., J. A. Plummer, Esq.  
Hon. Mr. P. H. Holyoak, T. G. Weall, Esq.

Chief Manager: A. H. Barlow, Esq.  
Manager: Shanghai - G. H. Hill, Esq.

## LONDON BANKERS:

## WESTMINSTER BANK LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 21st. Feb., 1924.

## HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is calculated on the lowest balance during each completed Calendar Month at 3 1/2 per cent per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.

For the Hongkong and Shanghai Banking Corporation.

A. H. BARLOW, Chief Manager.

Hongkong, 7th. January 1925.

## 司公理管業法中

## SOCIETE FRANCAISE DE GERANCE.

## DE LA BANQUE INDUSTRIELLE DE CHINE.

## ETABLISSEMENT FRANCO CHINOIS.

(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.

Capital France - \$10,000,000.00  
Reserve France - \$10,790,000.00

Working fund provided by THE BANQUE INDUSTRIELLE DE CHINE - \$5,000,000.00

BANKERS: SOCIETE GENERALE Banque and Nationale de Credit, Banque de Paris et des Pays Bas.

LONDON - Midland Bank Ltd.

NEW YORK - Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business Transacted. Correspondents throughout the world.

M. M. FITZ-HENRY, Manager.

## ORIENTAL COMMERCIAL BANK, LTD.

HEAD OFFICE: 50 Des Voeux Road Central, Hongkong.

## BRANCHES-BANGKOK-SHANGHAI.

Correspondents: - London: Westminster Bank, Ltd. New York: National City Bank; San Francisco: Union Trust Co. of San Francisco; Canton: Bank.

Authorized Capital - \$5,000,000  
Paid Up Capital - \$1,500,000

Modern banking in all its branches. Current accounts savings accounts and fixed deposits solicited. Loans granted on approved security.

INTEREST - Current accounts 2 per cent savings 4 per cent. Fixed Deposits, 3 months 4 per cent, 6 months 4 1/2 per cent, one year 5 per cent.

Safe Deposit Boxes for Rent. Our Vaults safeguarded by time clock and double combinations. Armour plate steel doors.

J. Y. LUM, Manager.

## THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital - \$50,000,000.00  
Paid-up Capital - \$18,278,600.00  
Reserve Fund - \$9,679,475.24

HEAD OFFICE: PEKING.

HONGKONG BRANCHES: 4, Queen's Road Central.

Branches and Sub-branches all over China and correspondents in Europe, America and other parts of the World.

LONDON BANKERS: - The National Provincial and Union Bank of England Ltd.

The Guaranty Trust Company of New York.

NEW YORK BRANCHES: - The Irving National Bank; The Equitable Trust Company of New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking business transacted. Loans granted on approved securities. Special facilities for Home Exchange.

TSU YEE PEI, Manager.

## BANKS.

## NEDERLANDSCH INDISCHE HANDELSBANK.

Established 1863.  
Paid-up Capital and Reserve Fund Glds. - 76,500,000 - 28,375,000

HEAD OFFICE: - AMSTERDAM  
EASTERN HEAD OFFICE: - BATAVIA.

BRANCHES: Amoy, Ampenan, Bandoeng, Bombay, Calcutta, Cheribon, Gorontalo, Hongkong, Kobe, Malacca, Medan, Menado, Palembang, Pekalongan, Probolinggo, Rotterdam, Semarang, Shanghai, Singapore, Soerabaya, Swatow, Tegal, The Hague, Tjilatjap, Weltevreden.

LONDON REPRESENTATIVE - F. S. Wright, 27, Old Broad Street, London, E. C. 2.

CORRESPONDENTS: LONDON - Midland Bank, Ltd., Overseas Branch, Westminster Bank, Ltd., Foreign Branch, N. M. Rothschild & Sons and Swiss Bank Corporation.

NEW YORK - Chase National Bank, Farmers Loan & Trust Co., Irving Bank - Columbia Trust Co., Goldman, Sachs & Co., New York Trust Co.

And in all the principal towns of the world.

EVERY DESCRIPTION OF BANKING & EXCHANGE BUSINESS TRANSACTED. CURRENT ACCOUNTS, DEPOSITS, etc.

P. MARKS, Manager.

## THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE - HONGKONG.

Authorized Capital - \$10,000,000  
Paid-up Capital - \$5,000,000  
Reserve Fund - \$1,000,000

DIRECTORS: Hon. Mr. Chow Shou Son - Chairman, Fung Ping Shan, Mok Ching Kong, Li Koon Chua, Wong Yung Tong, P. K. Kwok, Huiyuh Tai, Ng Ching Luk, Kan Yan Fo, Fong Wai Ting, Chan Ching Shek.

Every description of Banking and Exchange business transacted - Loans granted on approved securities.

SAFE DEPOSIT BOXES to let.

KANG TONG FO, Chief Manager.

Hongkong, 16th. February 1925.

## NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society).

Established 1824.

Hongkong Branch established 1866.

Authorized Capital Guilders - 150,000,000 (\$12,500,000)

Paid-up Capital Guilders - 80,000,000 (\$6,666,670)

Reserve Fund Guilders - 20,045,032 (\$1,670,419)

Special Reserves Guilders - 22,660,000 (\$1,888,330)

HEAD OFFICE: - AMSTERDAM.

EASTERN HEAD OFFICE: - BATAVIA.

BRANCHES: - Bandjermasin, Kota Radja, Rotterdam, Bandoeng, Macassar, Samarang, Bombay, Medan, Shanghai, Calcutta, Padang, Singapore, Cheribon, Palembang, Soerabaya, Djember, Pecaluan, Soerakarta, Djokjakarta, Penang, Tegal, (Sole) Kolkjaka, Pontianak, Tjilatjap and The Hague, Rangoon, Weltevreden.

London Bankers - National Provincial Bank, Ltd.

Correspondents all over the world.

BANKING BUSINESS OF EVERY DESCRIPTION.

W. H. GROSCHAMP, Agent.

## THE P. &amp; O. BANKING CORPORATION, LTD.

(Incorporated in England 1920)

With which is affiliated THE ALLAHABAD BANK, LTD. INDIA.

Authorized Capital - \$25,000,000  
Subscribed and Paid-up - \$2,594,160  
Reserve Fund - \$1,355,000

HEAD OFFICE: 122, Leadenhall London E.C.

WEST LONDON BRANCH: 14-16, Cockspur Street, London S.W.1.

EASTERN BRANCHES: Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong, Canton and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and is addition to its Branches has Agencies in all the principal cities of the world.

L. E. HOPKINS, Manager.

22, Des Voeux Road Central, Hongkong.

## BANQUE DE L'INDO-CHINE (BRANCH BANK.)

HEAD OFFICE: 96, Boulevard Haussmann, Paris.

Capital - Frs. 72,000,000.00  
Paid-up Capital - Frs. 68,400,000.00  
Reserves - Frs. 69,667,263.64

BRANCHES & AGENCIES: Bankok, Hongkong, Saigon, Batimbang, Mengtze, Shanghai, Canton, Nanking, Singapore, Djibouti, Papeete, Tientsin, Haiphong, Peking, Tourane, Hankow, Pnom-Penh, Vladivostok, Hanoi, Pondicherry, Yunnanfu.

IN FRANCE: - Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: - The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: - J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

A. LECOT, Manager.

## INTERNATIONAL BANKING CORPORATION.

(Owned by the National City Bank of New York.)

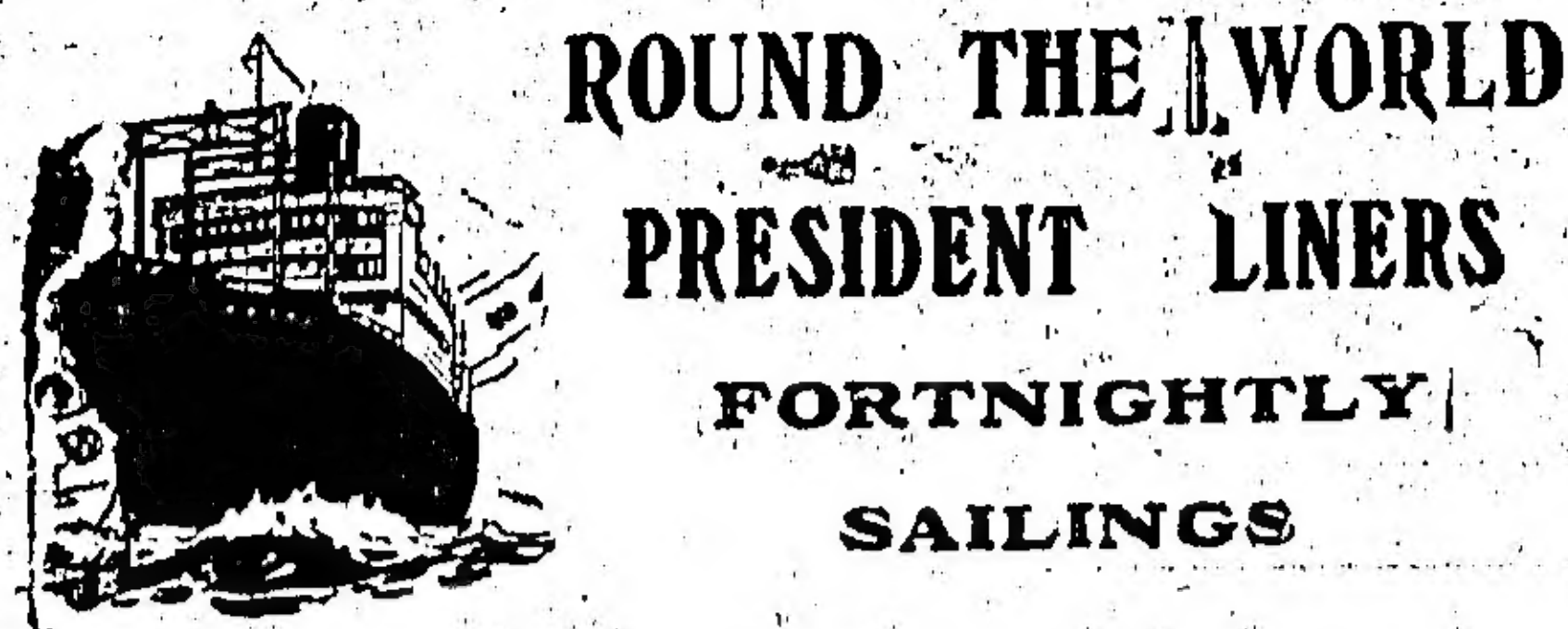
Capital & Surplus - U.S. \$10,000,000

HEAD OFFICE: Wall Street, New York.

LONDON OFFICE: Bishopsgate, E.C.

BRANCHES: Barcelona, Barcelona, Batavia, Batavia, Bombay, Bombay, Calcutta, Calcutta, Canton, Canton, Cebu, Cebu, Colon, Colon, Hankow, Hankow, Harbin, Harbin, Hongkong, Hongkong, Kobe, Kobe, La Vega, La Vega, Madrid, Madrid, Manila





# ROUND THE WORLD PRESIDENT LINERS FORTNIGHTLY SAILINGS

TO SINGAPORE VIA MANILA  
Thence to PENANG and COLOMBO  
VISIT CAIRO and THE HOLY LANDS

The DOLLAR LINE steamers call at Suez, Port Said and Alexandria, thus allowing ample time to visit Cairo for two days, connecting with your steamer at Alexandria. Thence to

NAPLES, GENOA, MARSEILLES,  
BOSTON—NEW YORK.

## ROUND THE WORLD

NEXT SAILING

President Monroe April 14th.

The President Liners are noted for Excellent Cuisine; Courteous and Efficient Service by Chinese Stewards; Fresh Fruits and Vegetables; Commodious, Comfortable State-rooms; Ample Deck and Lounging Spaces; Oil Fuel which insures Cleanliness—no cinders, no dirt. American Orchestras furnish varied musical Selections.

For Passage or Freight rates apply to

## DOLLAR STEAMSHIP LINE

Hongkong and Shanghai Bank Building, Ground Floor.  
Telephone Central 2477, 2478 and 795. No. 4 Des Voeux Road.  
CABLE ADDRESS: "DOLLAR."

## AMERICAN ORIENTAL MAIL LINE

TRANS-PACIFIC EXPRESS SERVICE.  
SEATTLE & VICTORIA  
SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT JACKSON" ..... April 14th.  
"PRESIDENT MCKINLEY" ..... Apr. 27th.  
"PRESIDENT JEFFERSON" ..... May 8th.

### EUROPE

See Seattle-Chicago-New York  
\$120—\$112—\$110

First Class in the Pacific. First Class in America, or Canadian Railway. First Class in Europe. Choice Trans-Continental Railway. Any line on the Atlantic. Through accommodation and Booking arranged.

### TO MANILA

"PRESIDENT MCKINLEY" ..... April 19.

TRAVEL FIRST CLASS ON A FIRST CLASS STEAMER

Through Bills of Lading to all United States and Canadian Overland Points: Also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our Offices: SEATTLE, CHICAGO, NEW YORK.  
For Passage and Freight Booking apply to

## AMERICAN ORIENTAL MAIL LINE

Operated for  
United States Shipping Board  
by Admiral Oriental Line, Managing Operators  
Hongkong and Shanghai Bank Building, Ground Floor.  
Telephone Central 2477, 2478 and 795. No. 4, Des Voeux Road.

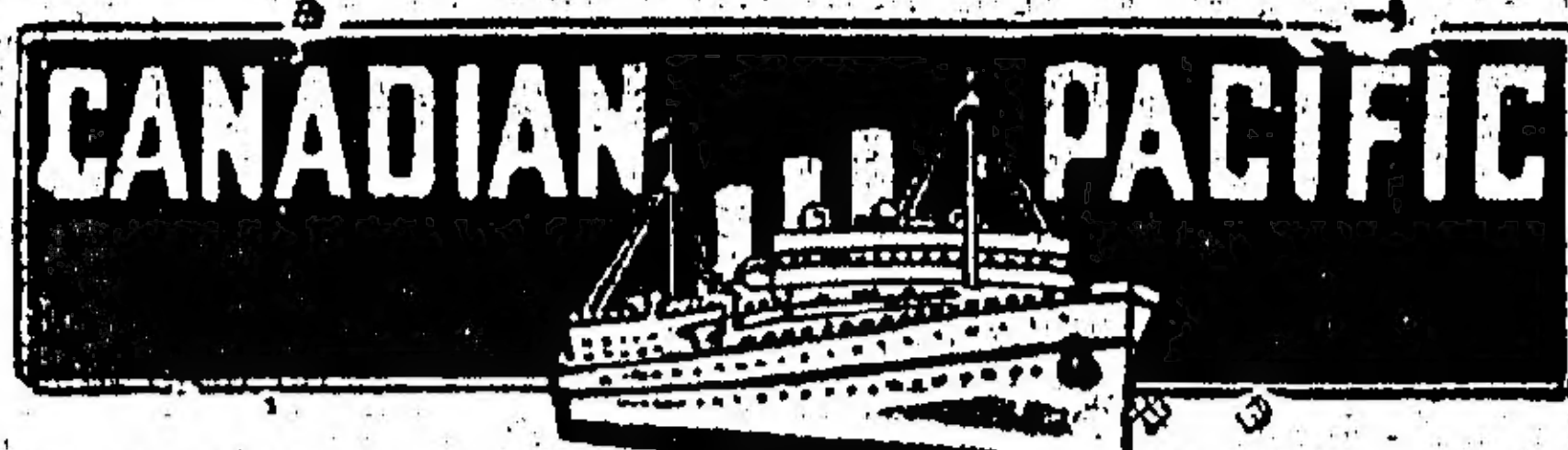


JOINT SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikomban	Batavia	1st Apr	1st Apr	Shanghai
Tjikong	Java	1st Apr	1st Apr	Shanghai
Tjikomban	Amoy	9th Apr	1st Apr	Batavia
Tjikong	Java	1st Apr	1st Apr	Batavia
Tjikomban	Java	1st Apr	1st Apr	Amoy & S'hai
Tjikong	Japan	2nd Apr	2nd Apr	atavia
Tjikomban	Batavia	2nd Apr	2nd Apr	Shanghai
Tjikong	Amoy	2nd Apr	2nd Apr	Java Mak.
Tjikomban	Java	2nd Apr	1st May	Japan via Yok.

Visa Makassar  
Visa Batavia  
The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. They carry a duty qualified crew. Cargo taken at all ports in Netherlands-India and Australia.  
For freight and Passage apply to the  
Java-China-Japan Lijn.

### PACIFIC SHIPPING:



## HOME VIA CANADA

### HONGKONG TO ENGLAND

via Shanghai, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From	Due	From	Due
EMPEROR AUSTRALIA	Apr 17	EMPEROR SCOTLAND	May 13
EMPEROR ASIA	May 1	EMPEROR SCOTLAND	May 29
EMPEROR CANADA	May 15	EMPEROR SCOTLAND	June 5

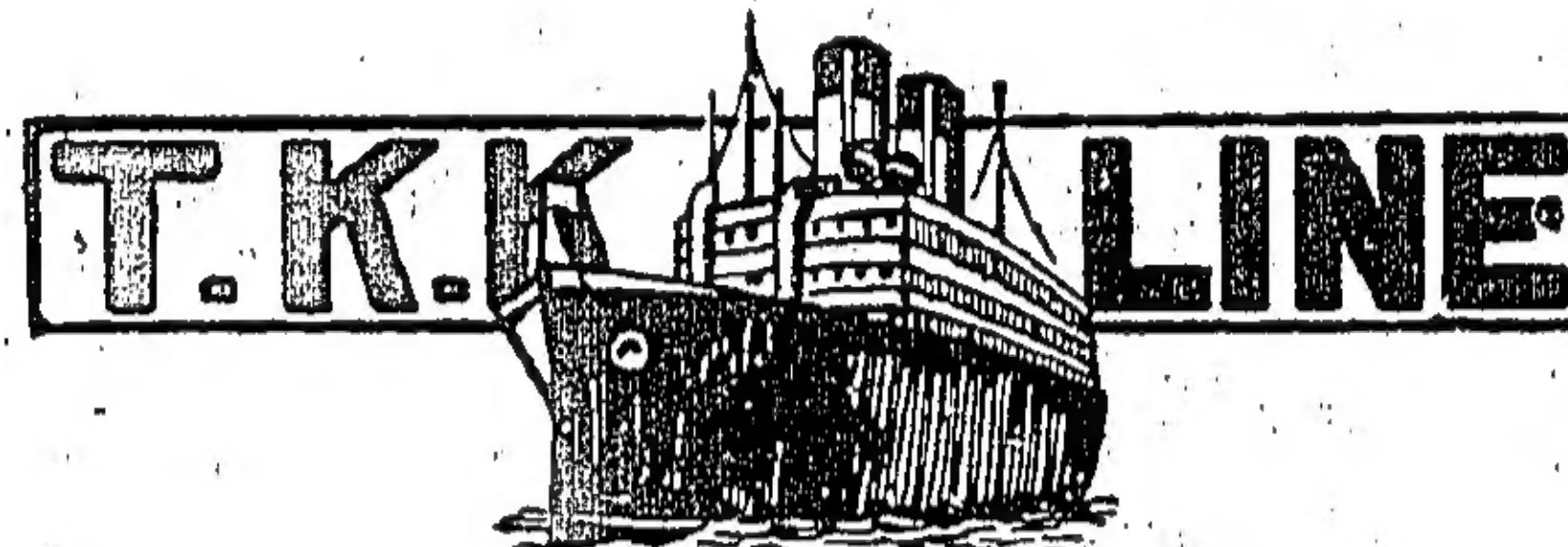
Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Belfast, Antwerp, Orléans and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued.

Early reservation necessary.  
Three Trans-continental Trains Daily.  
Standard Sleeping Cars, Compartments and Drawing Rooms.  
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

Use Dominion Express Travellers' Cheques—Payable Anywhere.  
HONGKONG—MANILA SERVICE.

From	Due	From	Due
Hongkong	Apr 25	Manila	Apr 28
May 7	May 9	Emper Asia	May 10
		Emper Canada	May 12

Passenger Department: Tel. C. 752 Cables: GACANPAO  
Freight and Express: Tel. C. 42 Cables: NAUTILUS



## HONGKONG—SAN FRANCISCO LINE

Via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU  
Connecting at San Francisco with Southern Pacific.  
Santa Fe & Western Pacific Railroads.

### Sailings from Hongkong

SHINYO MARU	Apr. 21st
SIBERIA MARU (Omit Honolulu)	May. 4th
TAIYO MARU	May. 17th
TENYO MARU	May. 31st
KOREA MARU (Omit Honolulu)	June. 16th

Proceeds up River and berths alongside Mantetsu wharf at Shanghai  
KOREA MARU and SIBERIA MARU proceed to Los Angeles  
from San Francisco with cargo only.

### REDUCED FARE TO EUROPE.

First Class \$120 Cabin Class on Atlantic \$112 Second Class \$80

## SOUTH AMERICAN LINE

The only direct service between Orient and South America via Japan, Hawaii, San Francisco, Los Angeles, Mexico, Panama, Porto & Chile.

### Sailings from Hongkong

ANYO MARU	April 15th
BOKUYO MARU	June 3rd

Y. TSUTSUMI, Manager.

Agents at Canton: King's Building.  
Messrs T. E. GRIFFITH, Ltd. Tel. Nos. C. 2874 & 2875.

## KONINKLYKE PAKETVAART MAATSCHAPPIJ

Royal Packet Navigation Co. of Batavia

## S.S. VAN OVERSTRATEN

will be despatched on 23rd Apr.

For SINGAPORE, PENANG & BELAWAN DIRECT.  
Offers excellent saloon accommodation, lower berths English Cuisine, doctor carried, wireless telegraph.  
1st CLASS FARE to SINGAPORE \$100.00  
In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies and Australia.  
Agents—JAVA CHINA JAPAN LIJN,  
Telephone Central No. 1574. York Building, Charter Road

## M MESSAGERIES MARITIMES M

### SERVICES CONTRACTS

Steamer	Next Sailing from Marseilles	Pro. arr. at Hong Kong	Pro. sailing from Hong Kong
ANGERS			12th Apr.
PAUL LECOQ			26th Apr.
ANDRE LEBON	12th Mar	3th Apr	10th May
AMBOISE	26th Mar	27th Apr	24th May
JHANTILLY	9th Apr	11th May	7th June
PORTHOS	23rd Apr	25th May	21st June

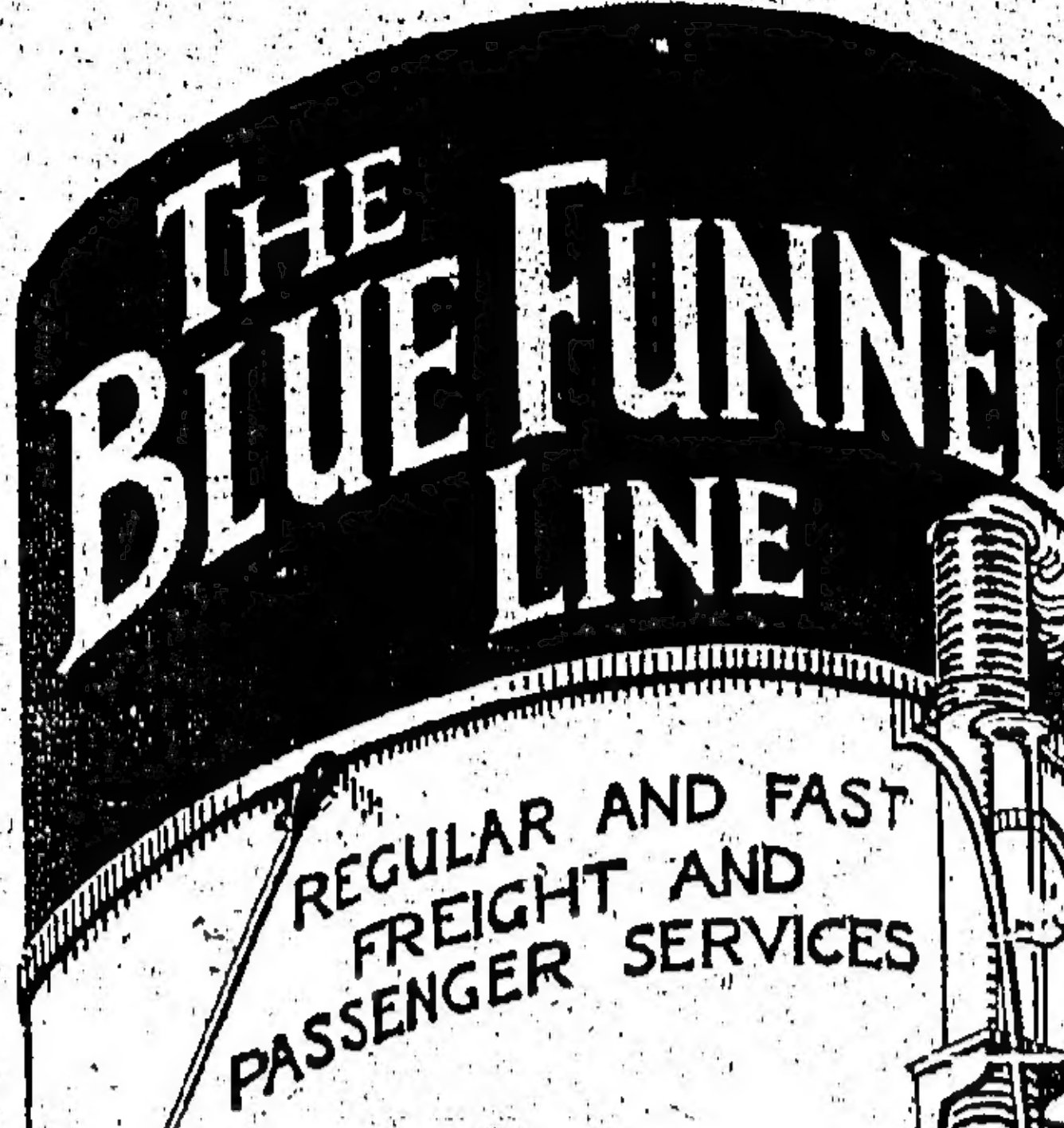
### ATES OF PASSAGE MONEY TO MARSEILLES.

including Table Wine and free Doctor's attendance.  
1st Class \$95.00 2nd Class \$85.00 3rd Class \$75.00  
Steamers 1st Class \$95.00 2nd Class \$85.00 3rd Class \$75.00  
through tickets to London and Landing towns of Europe.  
accommodation reserved in the trains at Marseilles

### ONE COMMERCIALS (CARGO-BOATS).

S.S. COMMISSAIRE RAMEL from Dunkirk, London, Havre is due to arrive about 22nd April.  
For full particulars apply to  
Messageries Maritimes Co. 3 Queen's Building.  
Telephone Central 74

### PACIFIC SHIPPING.



REGULAR AND FAST  
FREIGHT AND  
PASSENGER SERVICES

### LONDON SERVICE.

"LAOMEDON"	13th Apr.	London, Rotterdam & Hamburg.
"LYOON"	20th Apr.	Marseilles, London, Rotterdam & Hamburg.
"HECTOR"	5th May.	Marseilles, London, Rotterdam & Glasgow.
"CALCHAS"	18th May.	Marseilles, London, Rotterdam & Hamburg.

### LIVERPOOL SERVICE.

"NINGHONG"	20th Apr.	Glasgow, Marseilles, Liverpool & Glasgow.
"AJAX"	1st May.	Marseilles, Havre, Liverpool & Glasgow.
"CANEA"	20th May.	Glasgow, Marseilles, Liverpool & Glasgow.
"AUTOMEDON"	1st June.	Marseilles, Liverpool & Glasgow.

### PACIFIC SERVICE.

(via KOBE & YOKOHAMA).		
"PHILOCTETES"	22nd Apr.	Victoria, Seattle & Vancouver.
"TALYTHIUS"	15th May.	Victoria, Seattle & Vancouver.

### NEW YORK SERVICE.

(via SUEZ or PANAMA)		
"HELENUS"	19th Apr.	Boston, New York & Baltimore via Suez
"JASON"	7th May.	Boston, New York & Baltimore via Suez
"DIOMEDE"	7th June.	Boston, New York & Baltimore via Suez

### PASSENGER SERVICE.

"HECTOR"	5th May.	Singapore, Marseilles & London.
"SARPEDON"	19th June.	Singapore, Marseilles & London.
"PATROCLUS"	22nd July.	Singapore, Marseilles & London.
"ANTENOR"	23rd Aug.	Singapore, Marseilles & London.
"HECTOR"	20th Oct.	Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to—

## Butterfield & Swire.

Agents.

## AMERICAN FAR EAST LINE

OPERATED FOR

## UNITED STATES SHIPPING BOARD

By Struthers & Barry, Managing Operators  
REGULAR FAST FREIGHT SERVICE

### TO SAN FRANCISCO & LOS ANGELES

FROM HONGKONG BY DIRECT ROUTE

(23 days to San Francisco—28 days to Los Angeles.)

U.S.S.B. "West Farallon" Due Hongkong In port.

Leave Hongkong TO-DAY.

Cargo accepted for transshipment at San Francisco to weekly sailings for Atlantic seaboard ports. Through bills of lading issued to U.S. and Canadian Overland ports.

### TO CEBU, ZAMBUANGA & SINGAPORE.

### TO MANILA, CEBU, TABACO & ILOILO.

U.S.S.B. "West Jester" Due Hongkong 22nd Apr.

Leave Hongkong 23rd Apr.

Through bills of lading issued to all ports not served  
For full information apply to

### STRUTHERS AND BARRY.

Phone Central No. 3908. 1st Floor Queen's Building  
L. EVERETT, INC. A. Schofield.  
General Agents. H. Agent.  
Japan, China, Philippine Islands, Indo-China, Straits Settlements

### CONSIGNEES.

#### OREGON ORIENTAL LINE.

From PORTLAND, Ore., Japan Ports and Shanghai.

#### The Steamship "WEST KADER"

having arrived from above ports, on April 5th, 1925, Consignees are hereby requested to present their Bills of Lading in exchange for Delivery Orders, and take immediate delivery from alongside steamer.

All cargo not taken delivery from steamer by 5th April 1925, will be landed into the hazardous and/or extra-hazardous godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., at Consignees' risk, whence delivery may be obtained.

All broken, chafed and damaged cargo will be examined by Messrs. Anderson and Ashe (Marine Surveyors) at the godown on 11th April 1925 at 10 a.m.

No claims will be admitted after the goods have left the steamer or godowns, and all goods remaining undelivered after 12th April 1925 will be subject to rent.

All claims against the steamer must be presented to the Under-sign on or before 19th April, 1925, or they will not be recognized.

No Fire Insurance whatever will be effected.

COLUMBIA PACIFIC SHIPPING COMPANY,  
Managing Operators.  
Hongkong, 5th April 1925.

#### THE EAST ASIATIC CO., LTD COPENHAGEN.

The M/S "JAVA"

having arrived, Consignees of cargo, are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 15th of April, 1925, at 4 p.m. will be subject to rent.

All Broken, chafed and damaged goods are to be left in the Godowns, where they will be examined by Messrs. Anderson & Ashe on the 14th of April 1925, at 10 a.m.

All claims against the vessel must be presented to the Under-sign before the 18th of April, 1924, or they will not be recognized.

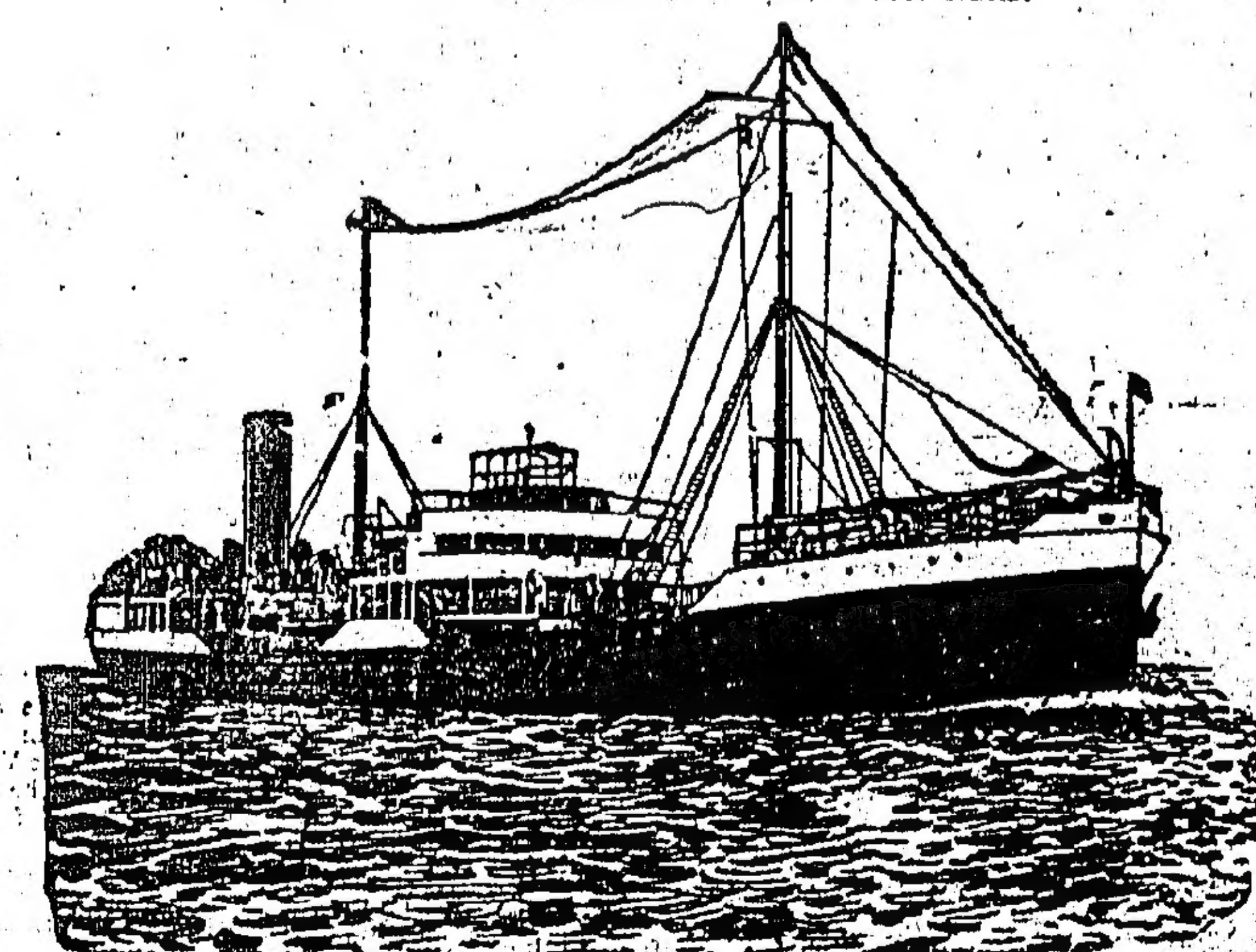
No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JOHN MANNERS & CO., LTD.  
Agents.  
Hongkong, 8th April, 1925.

## THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.  
Codes Used: A. A. B. C. Fifth Edition: Engineering: First and Second Edition:  
Waters: Union and Watkins, Benson's, Marconi.  
Dock Owners: Ship Builders, Marine and Land-Engineers, Boiler Makers, Iron and  
Steel Foundry, Forge Masters, Electricians.



### OIL TANK STEAMER "PALUDINA."

412' 0" x 53' 1" 31' 0" x 8,400 tons d.w. x 3,100 H.P.

Built by the THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK to the order of THE ANGLO-AXON PETROLEUM CO., LTD., being one of four similar vessels built in the WORKS to the same order.

Please address inquiries to Chief Manager:—  
R. M. DYER, B. SC., M.I.N.A., Kowloon Dock, Hongkong.



Shipping Europe, Australian, and other Ports.

**P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.**

(COMPANIES INCORPORATED IN ENGLAND) TO Straits, Java and Burma, Ceylon India, Persian Gulf, West India, Mauritius, East &amp; South Africa, Australasia, including New Zealand &amp; Queensland Ports, Red Sea, Egypt, Europe, Etc.

PENINSULAR &amp; ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
KARMALA	9,098	18th Apr.	M'les, A'werp, L'don & Hull
NAGPORE	5,283	21st Apr.	S'pore, Pang, Obo & B'bay
LABORE	5,252	26th Apr.	Singapore & Bombay
MACEDONIA	11,089	2nd May	Marseilles & London
ALIPORE	5,273	13th May	S'pore, Pang, Obo & B'bay
SARDINIA	6,684	16th May	S'pore, Pang, Obo & B'bay
SODAN	6,696	28th May	Marseilles & London
MOREA	10,911	30th May	S'pore, Pang, Obo & B'bay
NAGOYA	8,854	31st May	Marseilles & London
SIOLIA	6,813	10th June	S'pore, Pang, Obo & B'bay
KALYAN	9,118	13th June	M'les, London & Antwerp
MALWA	10,941	27th June	Marseilles & London
DELTA	8,097	6th July	S'pore, Pang, Obo & B'bay
KASHMIR	8,985	11th July	M'les, London & Antwerp
SARDINIA	6,684	22nd July	S'pore, Pang, Obo & B'bay
MANUVA	1,0302	25th July	Marseilles & London
KASBOAR	9,005	8th Aug.	M'les, London & Antwerp
MACEDONIA	1,1083	29th Aug.	Marseilles & London
NARJUNDA	16,227	5th Sep.	Marseilles & London
KARMALA	9,098	19th Sep.	M'les, London & Antwerp

**BRITISH INDIA-APCAR SAILINGS (South)**

TALMA	10,000	24th Apr.	S'pore, Penang & Calcutta
TILAWA	10,000	30th Apr.	S'pore, Penang & Calcutta
TALAMBA	8,018	6th May	S'pore, Penang & Calcutta

**EASTERN & AUSTRALIAN SAILINGS (South)**

ST. ALBANS	4,500	29th Apr.	Manila, S'kan, Thursday Is.
TANDA	6,918	3rd June	Townsville, B'bane, S'ney and Melbourne
ARAFURA	6,000	1st July	

Call at Kolambagan

The E. &amp; A. S. S. Co., Ltd. steamers will also call at Shanghai, Hioio, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as indicated on offers.

Frequent connections from Australia with the following:—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. &amp; O. Royal Mail Steamers to London via Suez Canal.

The P. &amp; O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

**SAILINGS TO SHANGHAI & JAPAN.**

TALAMBA	8,018	15th April	Amoy, Shanghai & Kobe
SARDINIA	6,684	17th April	Shanghai, Kobe & Yokohama
NAGOYA	8,854	23rd April	Shanghai, Moji & Kobe
TAKIWA	7,936	28th April	Kobe
MOREA	10,911	1st May	Shanghai, Moji, Kobe & Yokohama
SODAN	6,696	1st May	Shanghai & Kobe
TAIREA	7,933	5th May	Kobe
TANDA	6,918	9th May	Moji, Kobe & Yokohama
KALYAN	9,118	15th May	Shanghai, Moji, Kobe & Yokohama
SIOLIA	6,813	15th May	Shanghai & Kobe
TAKADA	6,949	17th May	Kobe
MALWA	10,941	29th May	Shanghai, Moji, Kobe & Yokohama
ARAFURA	6,000	6th June	Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to  
**MACKINNON, MACKENZIE & Co., Agents.****GLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA &amp; JAPAN Service.

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLEN APP	13th April	GLENOGLE	15th April
CARMARTHENS	30th April	London, Rotterdam & H'burg.	
CARNARVONSHIRE	14th May	GLENGARRY	4th May
GLENTAR	3rd June	London, Rotterdam & H'burg.	

Movements are subject to change without notice.

For freight or further particulars please apply to:—

**JARDINE MATHESON & CO., LTD.****AGENTS THE GLEN LINE, LTD.**

Telephone Central No. 215, sub-ex. 23 and 3696.

**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leave Hk. for M'la, Fort Banga, Thurs. Is & A'lian Ports
TAIYUAN	4th May	9th May

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

**Butterfield & Swire.**

Agents.

**COMPANIA TRANSATLANTICA DE BARCELON**

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA &amp; OTHER SPANISH PORTS.

C. LOPEZ Y LOPEZ ... 27th Mar.

ISLA DE PANAY ... 23rd May

LEGASPI ... 14th July

YOKOHAMA, KOBE, MOJI &amp; SHANGHAI.

ISLA DE PANAY ... 4th May

LEGASPI ... 25th June

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewardess and Doctor carried.

For particulars of freight or passage apply.—

**BOTELHO BROS.**Tel. 1531. Alexandra Building, Hongkong.  
O. D. BARRETTO, Ltd., 28 Central Avenue, B. C. CANTON.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

VICTORIA, SEATTLE &amp; VANCOUVER via Shanghai &amp; Japan ports.

Through passage rates to Europe via America G. 5403, G. 5420, G. 5440

SHIDZUKA MARU ... Thursday, 23rd Apr. at 11 a.m.

YOKOHAMA MARU ... Friday, 15th May.

MARSHILLES, LONDON &amp; ANTWERP via Singapore &amp; Ports.

HAKONE MARU ... Saturday, 25th Apr. at 11 a.m.

SUWA MARU ... Saturday, 9th May.

HAMBURG via LONDON &amp; ROTTERDAM &amp; Ports.

MITO MARU ... Friday, 17th Apr.

TSUSHIMA MARU ... Saturday, 9th May.

LIVERPOOL via ADEN &amp; MARSEILLES.

TSURUGA MARU ... Tuesday, 14th Apr.

DELAGO MARU ... Wednesday, 13th May.

SYDNEY &amp; MELBOURNE via Manila &amp; Ports.

AKI MARU ... Wednesday, 22nd Apr. at 11 a.m.

MISHIMA MARU ... Wednesday, 20th May.

NEW YORK and/or BOSTON via PANAMA.

LIEBOW MARU ... Wednesday, 15th Apr.

BUENOS AIRES via Singapore, Durban &amp; Cape Town.

AWA MARU ... (Calls D. Bay &amp; P. E.) ... Friday 8th May.

BOMBAY via Singapore &amp; Colombo.

CALCUTTA MARU ... Friday, 10th Apr.

TAMBA MARU ... Tuesday, 28th Apr.

MURORAN MARU ... Monday, 13th Apr.

OSAKA MARU ... Saturday, 18th Apr.

NAGASAKI, KOBE &amp; YOKOHAMA.

MISHIMA MARU ... Thursday, 16th Apr.

SHANGHAI, KOBE &amp; YOKOHAMA.

TOMIURA MARU ... (Moji direct) ... Tuesday, 14th Apr.

HAKOZORI MARU ... Tuesday, 21st Apr.

HAKUSAN MARU ... Tuesday, 5th May.

KITANO MARU ... Tuesday, 20th May.

For further information apply to:—

Tel. Central Nos. 292, 293 &amp; 2422.

**NIPPON YUSEN KAISHA.**

S. KINOSHITA, Manager.

**DODWELL & CO., LTD.****NEW YORK BERTH.**

FOR NEW YORK &amp; BOSTON via SUEZ.

S.S. "BOWES CASTLE" ... Sails about 8th Apr.

S.S. "DAORE CASTLE" ... Sails about 10th May.

**LLOYD TRIESTINO.**

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

**£66.****NEXT SAILING.**

OUTWARD FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "DUCHESSA D'AOSTA" ... Sails about 12th Apr.

S.S. "SILVIO PELLICO" (cargo only) Sails about 18th Apr.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "PERSIA" ... Sails about 13th Apr.

S.S. "DUCHESSA D'AOSTA" ... Sails about 3rd May.

**NATAL LINE OF STEAMERS.**

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sails about 31st May.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

**DODWELL & CO., LTD.,**

Telephone Central 1030, Agents.

**OREGON ORIENTAL LINE**

Operated for

UNITED STATES SHIPPING BOARD

by COLUMBIA PACIFIC SHIPPING COMPANY

"25 days HONGKONG to PORTLAND."

Steamer For Portland via Japan Ports. Sails

U. S. S. B. West Kader April 30th.

For Manila, Hioio &amp; Cebu.

U. S. S. B. West Jena April 22nd.

U. S. S. B. West O'Rowa May 7th.

U. S. S. B. Oakridge June 3rd.

All sailings subject to change without notice.

Cargo accepted for Manila, Hioio and Cebu.

Through Bills of Lading issued to all rail overland Points in the U.S.A. also to New Orleans, Savannah, Charleston, Norfolk, Baltimore, Philadelphia, New York, Boston, and Portland, Maine, with transshipment at Portland, Ore. via Panama Intercoastal steamers.

ADDRESS

Canton Agents,

Room 26 Bank of Canton Building.

6 Des Voeux Road Central.

Telephone Central 4371.

COAST SHIPPING.

**THE BANK LINE LTD.**

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE  
AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)S.S. CITY OF DURBAN via Suez Canal 25th Apr.  
S.S. KANSAS do. 19th May.BOSTON & NEW YORK  
AMERICAN & ORIENTAL LINE

S.S. MARISTON via Suez Canal 30th Apr.

UNITED KINGDOM &amp; CONTINENT

"ELLERMAN" LINE

(ELLERMAN &amp; BUCKNALL S.S. Co., Ltd.)

S.S. TRAFFORD-HALL 21st April

For Marseilles, London, Rotterdam &amp; Hamburg.

S.S. CITY OF ATHENS 2nd May

For London, Rotterdam &amp; Hamburg.

S.S. CITY OF GLASGOW 14th May

For Marseilles, London, Antwerp &amp; Hamburg.

MODERATE PASSAGE RATES TO MARSEILLES &amp; LONDON.

MAURITIUS & SOUTH AFRICA  
ORIENTAL AFRICAN LINE

S.S. SURAT Sails Hongkong 25th April

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay &amp; Capetown.

Through bills of lading issued to Beira, Quillimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, &amp; Madagascar.

For freight or passage on any of the above Lines. Apply to:—  
**THE BANK LINE LTD.**

Telephone C. 4791.

**BOSTON, NEW YORK & BALTIMORE.**

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., &amp; China Mutual S.N. Co., Ltd.)

AND

AMERICAN &amp; MANCHURIAN LINE

(Ellerman &amp; Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. HELENUS ... via Suez Canal ... 19th Apr.

S.S. CITY OF DURBAN ... via Suez Canal ... 25th Apr.

S.S. JASON ... via Suez Canal ... 7th May.

S.S. KANSAS ... via Suez Canal ... 19th May.

Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD &amp; SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG &amp; CANTON JARDINE MATHESON &amp; Co. Ltd. CANTON.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Hatchling ... W. S. Turnbull ... FRI, 10th inst. at 1 p.m.

Hailong ... Ellis Walker ... FRI, 17th inst. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

**Douglas Lapraik & Co.,**

General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Haining", "Hailong" &amp; "Hatchling" at the Reduced Rate of \$30.00 including Meals while the steamer is in Port.

**FRANCE AND CHINA.****THE GOLD FRANCS**

CONTROVERSY.

Peking, April 2.—Negotiations on the gold franc issue have made good progress. Acting on instructions from his home Government, the French Minister has applied to the Chinese Government for the modification of two or three points, with the result that an agreement is reported to have been reached between the parties concerned as follows:—  
(1) In case the amount to be paid to the Banque Industrielle de Chine is based on the rate of telegraphic money order, it is feared that the sum is insufficient to meet the requirements for the resumption of business of the bank in question.

The Chinese Government, therefore, undertakes to make good the balance by floating a loan.

(2) The Chinese Government is to issue bonds with the object of paying the balance due to the Banque Industrielle de Chine and undertakes to redeem the bonds in due course.

(3) The Chinese Government undertakes to bear its share amounting to 10,000,000 francs in the capital of the Banque Industrielle de Chine and accordingly is authorized to enjoy the same right as that of France in future.

(4) The French Government is immediately to recognise the increase in the Customs dues, and to sign the Washington Treaty. Furthermore, France agrees to the immediate opening of the Customs tariff conference.—*Eastern News Agency.*

CONSIGNEES.

**American Oriental Mail Line.**

NOTICE TO CONSIGNEES

The Steamship

"PRES. JACKSON" having arrived from Seattle, via ports, on 6th April 1925 consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, &amp; stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports &amp; Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 14th April, 1925, by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival, here, after which they cannot be recognised.

No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after 14th April 1925, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

**AMERICAN ORIENTAL MAIL LINE**

operated for the

United States Shipping Board.

Emergency Fleet Administration

by

**ADMIRAL ORIENTAL LINE**

4, Des Voeux Road,

Hongkong, April, 6th, 1925.

**NOTICE TO CONSIGNEES.****Vereenigde Nederlandsche Scheepvaart-Maatschappij**



## HOTELS.

THE  
**HONGKONG**  
HONGKONG HOTEL: REPULSE BAY HOTEL: PRAK HOTEL  
Telegraphic Address: "KREMLIN, HONGKONG."  
AND  
**SHANGHAI**  
ASTOR HOUSE HOTEL: PALACE HOTEL;  
GRAND HOTEL KALEE. MAJESTIC HOTEL  
Telegraphic Address: "CENTRAL SHANGHAI."  
**HOTELS,**  
LIMITED

In association with the Grand Hotel  
Des Wagons Lits, Ltd. Peking.

## 'KOWLOON HOTEL.

### THE PREMIER HOTEL KOWLOON.

First Class Billiard Room & Saloon Bar.  
Electric Lift and Telephone to each Floor.  
Tel. K.503 and K.609, Cable address: "KOWLOTEL, Hongkong."  
Under the Personal Supervision and Management of  
FRANK L. COOKE, Proprietor.

## KING EDWARD HOTEL.

CENTRAL LOCATION  
ELECTRIC LIFTS AND LIGHTING,  
"TELEPHONE ON EACH FLOOR."  
HOTEL LAUNCH MEETS ALL STEAMERS  
Tel. Central 373. Telegraphic Address "VICTORIA"  
J. WITCHELL,  
Manager.

## THE EUROPE HOTEL.

### SINGAPORE.

### FOR

### COMFORT-FOOD-MUSIC-DANCING

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## DAMASCUS RIOTS.

## MORE BLOODSHED.

Damascus, April 9.  
At the conclusion of prayers in connection with the Ramadan Festival, a crowd of six thousand marched in the direction of Lord Balfour's hotel. Syrian gendarmes and police who attempted to stop the demonstrators were attacked with stones. A fight ensued in which the Spahis participated. Two people were killed, seven gendarmes injured, and one Spahi officer and three men injured. Disturbances also occurred in the Jewish quarter.

## MOB BREAKS CORDON.

Damascus, April 10.  
Yesterday opened ominously and quietly. Shops and offices were closed and crowds thronged the streets, but shortly after midday the roar of the crowd was audible from Lord Balfour's hotel a quarter of a mile from the square.

Despite the efforts of the mounted police, a mob of five thousand, using sticks and stones, broke through the cordon and rushed towards the hotel, driving back the small force of mounted police and gendarmes. A French gendarme officer, lying practically full length on horse back, simply charged the crowd and broke their formation, enabling his men to rally and push back the crowd a safe distance from the hotel.

The gendarmes repeatedly fired in the air, and finally African cavalry were brought up and the crowds fled into side streets before the soldiers' swords. Eight armoured cars were brought up in the afternoon and fresh Colonial troops marched into the town in the evening and took up positions in the square to prevent the mob's reassembling.

The civilian casualties were about fifty, of whom fifteen were sent to hospital, three being most dangerously wounded.

Lord Balfour later motored from Damascus, his destination being unknown.

## LORD BALFOUR LEAVES.

Damascus, April 10.  
Lord Balfour, interviewed by Reuters was most disturbed, but expressed great satisfaction that none of the rioters were shot.

General Sarraill visited Lord Balfour at the hotel in the afternoon and evidently recommended his leaving Damascus, for an hour later, while General Sarraill halted his motor car on the bridge opposite the hotel, centring all eyes on him, and there was a further diversion by aeroplanes flying overhead and dropping smoke bombs. Lord Balfour left the hotel in a motor car, unnoticed, his destination being unknown.—*Reuter.*

Baalbek, April 10.  
Lord Balfour will embark on the steamer Sphinx for Beirut.—*Reuter.*

## LOVE AND THE LAWYER.

## Plea For Delinquent Nun.

Tokyo, Mar. 28.—Kyoto District Court was the scene of an intense human drama yesterday when a Buddhist nun, charged with incendiaryism, so charmed counsel for the defence, that he rose to high ranges of oratory, made a speech that will probably win him clients for life, and, in the very moment when he was unconsciously achieving greatness, also felt the poignant pangs of true love.

A young nun, belonging to the Daitoji Temple, in old-world Kyoto, was the accused. She was caught red-handed in the act of setting fire to the cloistered edifice. In the dock, she made a clean breast of the whole affair, and told the Court that betrayal on the part of a monk living in the same temple, drove her to the act. The monk had vowed honourable love and she had stooped to folly. When she became disillusioned, she grew reckless, almost mad, and, in a moment of temporary mental aberration, attempted to set fire to the temple with the intention of destroying herself and all therein.

Counsel for the defence, a Mr Okuda, was so struck by the humility of the young nun and her evident penitence for the sin she sought to commit, that he made a stirring appeal in extenuation of the woman's guilt, appealing to the Court that she should be treated as a first offender. People were astonished at the fervency of the defence, at the impassioned flow of oratory, and, before Mr. Okuda had finish-

ed his peroration, many realised that he was not defending a mere client, but that, by some strange and intricate mechanism of Nature, he was pleading for one whom he believed Nature had marked out for his mate. He told the Court not to pass sentence of imprisonment and that he would marry her immediately if she was willing and would guarantee her future behaviour.

The Court, while sympathizing with the lawyer, pointed out that the law could not wink at a serious offence, such as incendiaryism, especially in a land like Japan where people live in a constant dread of fire. The unfortunate nun was sentenced to seven years' rigorous imprisonment.

Not losing courage, the lawyer sent a written proposal of marriage to the nun, even after the frowning prison gates closed behind her. The letter was handed to the prisoner by the Governor of the goal and, in reply, the nun

said she could not possibly think of accepting the proposal.

"I realize that I have sinned," ran part of the letter, "and until I have atoned for my indiscretion, I cannot think of a comely home life. I think it is far better for me to bow to my fate, to cheer the drab lives of my fellow-prisoners, and to try and lighten their privations."

"I am afraid to return to private life and to the sacred duties of womanhood. I have to serve seven years. That is a long time and no one knows what may happen between now and then. So, it is no use my accepting your proposal. You ought to be able to get almost any good woman to be your wife. Forget me, and do not let me be an obstacle to your happiness."

The nun's mother asked her to appeal to a higher court, at least to have sentence mitigated, but the nun persistently refused. "I am not stubborn," she says, "but I prefer to atone for my fault."

## EXCHANGE.

(Opening Rate closing Rate on Page 1.)		30 d/s. San Francisco and New York	
SELLING.		5/8	
T/T. ....	2/3	4 m/s. Marks	Nom.
Demand ....	2/3 1/16	4 m/s. France	11.05
3 d/s. ....		6 m/s. France	11.25
4 m/s. ....		Demand, Germany	
T/T. Shanghai	2/3 1/2	Demand, New York	54
T/T. Singapore	Nom.	Demand, Bombay	1603
T/T. Japan	120 1/2	T/T. Calcutta	1503
T/T. India	150 1/2	Demand, Calcutta	Nom.
Demand, India		On Yokohama	Nom.
T/T. San Francisco and New York		Demand, Manila	1084
Yark	53 1/2	Demand, Singapore	963
T/T. Java	133 1/2	Demand, Batavia	133 1/2
T/T. Marks	Nom.	On Haiphong	Nom.
T/T. France	10.45	On Saigon	Nom.
Demand, Paris		On Bangkok	82 1/2
		Sovereign	8 1/2
		Gold leaf per Tael	47.30
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		forward	31 1/2
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		New York/London	4.78 1/2

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Hongkong April 9 1925.

## POST OFFICE NOTICES.

## EASTER HOLIDAYS.

On Good Friday, the 10th inst., Saturday, the 11th inst., Easter Monday, the 13th inst., the G.P.O. and Branch Post Offices will be open as follows:—The G.P.O. & Kowloon & Shum Shui Po Branches from 8 a.m. to 9 a.m. on each day. Sheungwan Branch from 8 a.m. to 9 a.m. and from 5.30 p.m. to 8 p.m. on each day. Wantai, Saiyungun & Yaumati Branches from 8 a.m. to 9 a.m. & from 5 p.m. to 8 p.m. on each day. There will be one collection from the pillar boxes and one delivery of ordinary correspondence each day as on Sundays, and also delivery of registered correspondence each day at 9 a.m. There will be one delivery from the Branches each day at noon. The Money Order Office will be entirely closed during the Holiday.

## INWARD MAILS.

From	Per	Due.
Shanghai	Sinking	11th April
Shanghai	Luchow	11th
Canada, U.S.A., Japan & Shanghai & Europe via Siberia (London 20th March)		
Saigon	Empress of Australia	12th
U.S.A., Honolulu, Japan & Shanghai & Europe via Negapatam (Papers only, London 12th March)	Andre Lebon	13th
Manila	Pres. Monroe	13th
Australia & Manila	Fooksang	13th
U.S.A., Canada, Japan & Shanghai	Pres. Jackson	14th
Japan & Shanghai	Mishima M.	15th
Straits	Pres. McKinley	17th
Japan	Shidzuoka M.	18th
Japan & Shanghai	Hakone M.	20th
	Aki M.	21st
	Hakone M.	24th

## OUTWARD MAILS.

For	Per	Date.
*Swatow & Bangkok	Kaying	Sun., 12 inst., 9 a.m.
Shanghai	Liangchow	Sun., 12 inst., 9 a.m.
Swatow, Amoy & Poochow	Hozan M.	Sun., 12 inst., 9 a.m.
Macao	Sui On	Mon., 13 inst., 8.15 a.m.
Amoy	Sinking	Mon., 13 inst., 9 a.m.
Shanghai & Japan	Andre Lebon	Thurs., 13 inst., 9 a.m.
Straits & Egypt	Hydrangea	Mon., 13 inst., 9 a.m.
Amoy	Laomedon	Mon., 13 inst., 9 a.m.
Manila, *Straits, Ceylon, India, Mauritius, E. & S. Africa	Fooksang	Mon., 13 inst., 9 a.m.
Swatow & Bangkok	Pres. Monroe	Mon., 13 inst., 9 a.m.
Swatow	Kwongsing	Tues., 14 inst., 8.30 a.m.
Sandakan	Hinsang	Wed., 15 inst., 10.30 a.m.
Japan & Honolulu	Anyo M.	Wed., 15 inst., 10.30 a.m.
Shanghai, Japan, Canada, U.S.A., C. & S. America & Europe via Victoria B.C.	Pres. Jackson	Wed., 15 inst., 10.30 a.m.
Japan		Registration 2.45 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles		Letters 3.30 p.m.
		(Due Victoria B.C. 4th May & Europe via Siberia.)
		(Correspondence specially superscribed "via Siberia" only.)
Manila	Mishima M.	Thurs., 16 inst., 9.30 a.m.
Shanghai & Japan		Parcels 17th 5 p.m.
Manila, Australia & New Zealand via Thursday Is.	Karmala	Sat., 18 inst., 9.45 a.m.
		Registration 9.45 a.m.
		Letters 10.30 a.m.
		(Due Marseilles 16th May.)
	Pres. McKinley	Sun., 19 inst., 3.30 p.m.
	Hakozaki N.	Tues., 21 inst., 10.30 a.m.
	Aki M.	Wed., 22 inst., 9.45 a.m.
		Registration 9.45 a.m.
		Letters 9.30 a.m.
		(Due Thursday Is. 3rd May.)
	Shidzuoka	Thurs., 23 inst., 9.30 a.m.
	Hakone M.	Sat., 25 inst., 9.30 a.m.
		Registration 8.45 a.m.
		Letters 9.30 a.m.
		(Due Marseilles 24th May.)

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